

Haringey's Site Allocations DPD Reg 18 Consultation Document

January 2014



Foreword

The Local Plan: Strategic Policies document was adopted by Council in March 2013. This document sets out the strategic vision and objectives that the Council will seek to achieve through its planning decisions in the forthcoming years.

In order to deliver the objectives of the Plan to deliver new homes, jobs, economic growth and improve our social infrastructure, significant sites will need to be developed across the borough.

This report introduces the Site Allocations DPD, which in turn introduces the key development sites which will accommodate the majority of development in the borough over the next 20 years. In order to deliver the improvements that Haringey residents aspire to, the Council must have the appropriate powers necessary through the statutory planning system.

The Site Allocations approach will help to build consensus in the community and with our various stakeholders and is a fair and objective legal basis for balancing competing priorities and promoting positive actions.

Haringey remains a listening Council, and in order to challenge the soundness of the evidence base within our DPD, the document will go through a public examination led by a planning inspector.

Statutory Information

Planning and Compulsory Purchase Act 2004, Sections 17 to 23

**Town and Country Planning (Local Development) (England)
(Amendment) Regulations 2012
Regulation 18**

London Borough of Haringey

Sites Allocation Development Plan Document

DRAFT FOR CONSULTATION

ON THE SUBJECT MATTER OF THE DEVELOPMENT PLAN

January 2014

We welcome any comments you have on this document. The purpose of this consultation is to enable the Council to engage with as wider audience as possible. Public meetings will be held at Area Forums at::

- Crouch End, Hornsey and Stroud Green Area Forum and Committee: 7:00pm, 14th January 2014;
- Northumberland Park and White Hart Lane Area Forum and Committee: 6:30, 20th January;
- St Ann's and Harringay Area Forum and Committee: 6:30pm, 21st January.
- Wood Green Area Forum and Committee: 6:30pm, 27th January;
- Bruce Grove and West Green Area Forum: 6:30pm 29th January;
- Muswell Hill, Alexandra, Fortis Green and Highgate Area Forum and Committee: 6:30pm, 30th January.

Hard copies of this document can be found at local libraries and in the Civic Centre.

To aid your consultation response, we have produced a Site Consultation Form. This form enables you to put comments against the headings used in this document. Please put the name or reference of the site at the top of the Form, and fill in the sections with any comments you would like the Council to consider.

Additionally, should you want to add a site, please fill in this form with the details you have available of the site you would like to submit, and we will consider the site in preparing the proposed submission version of the document. Please ensure that the site is over 0.25Ha, and provide a map including a red line boundary of the site with your submission.

Copies of the Form, in Word version, are available at Haringey.gov.uk/ldf/site_allocations. One is also included as Appendix 1.

Please submit any representations **by 7th March 2014** to:

Planning Policy
6th floor, River Park House
Wood Green
N22 8HQ

Or online to ldf@haringey.gov.uk
Or by fax to 020 8489 5552

Local Plan documents are built on consensus building. Our consultations will offer the opportunity for residents and businesses to give their views about regeneration in the area through a statutory consultation process and is a prerequisite for any redevelopment proposals. Our consultations will follow the principals set out in the Statement of Community Involvement, and will include the following:

- Advert in local papers on consultation;
- Press Release, Haringey People article and information on Council's website;
- Information in Public Libraries and possible drop sessions at Tottenham's libraries;
- Mail notification and Drop-in session for all councillors including ward councillors and the Planning Policy Members Advisory Group;
- Letters to all those on our consultation database which include local community groups and residents, infrastructure providers, developers, statutory bodies, and neighbouring boroughs;
- Offer to community groups and stakeholders to have meetings to discuss the proposals;
- Duty to co-operate engagement with bodies that may have an interest in the formulation of our plan.

How to make a Representation and Next Steps

Introduction

The Draft Site Allocations Development Plan Document (DPD) will allocate strategic sites which will make a significant contribution to meeting the growth aspirations set out in the Local Plan. This document will not set out all of the sites that will be developed in the borough over the plan period. Many developments will take place which can be satisfactorily managed using policies included in the Strategic Policies DPD and Development Management DPD.

Some larger, more strategic sites will benefit from having a Site Allocation, to ensure that:

- The appropriate level of development occurs on the site;
- A positive approach to design is taken;
- Infrastructure is provided in a timely manner to serve the growing local community.

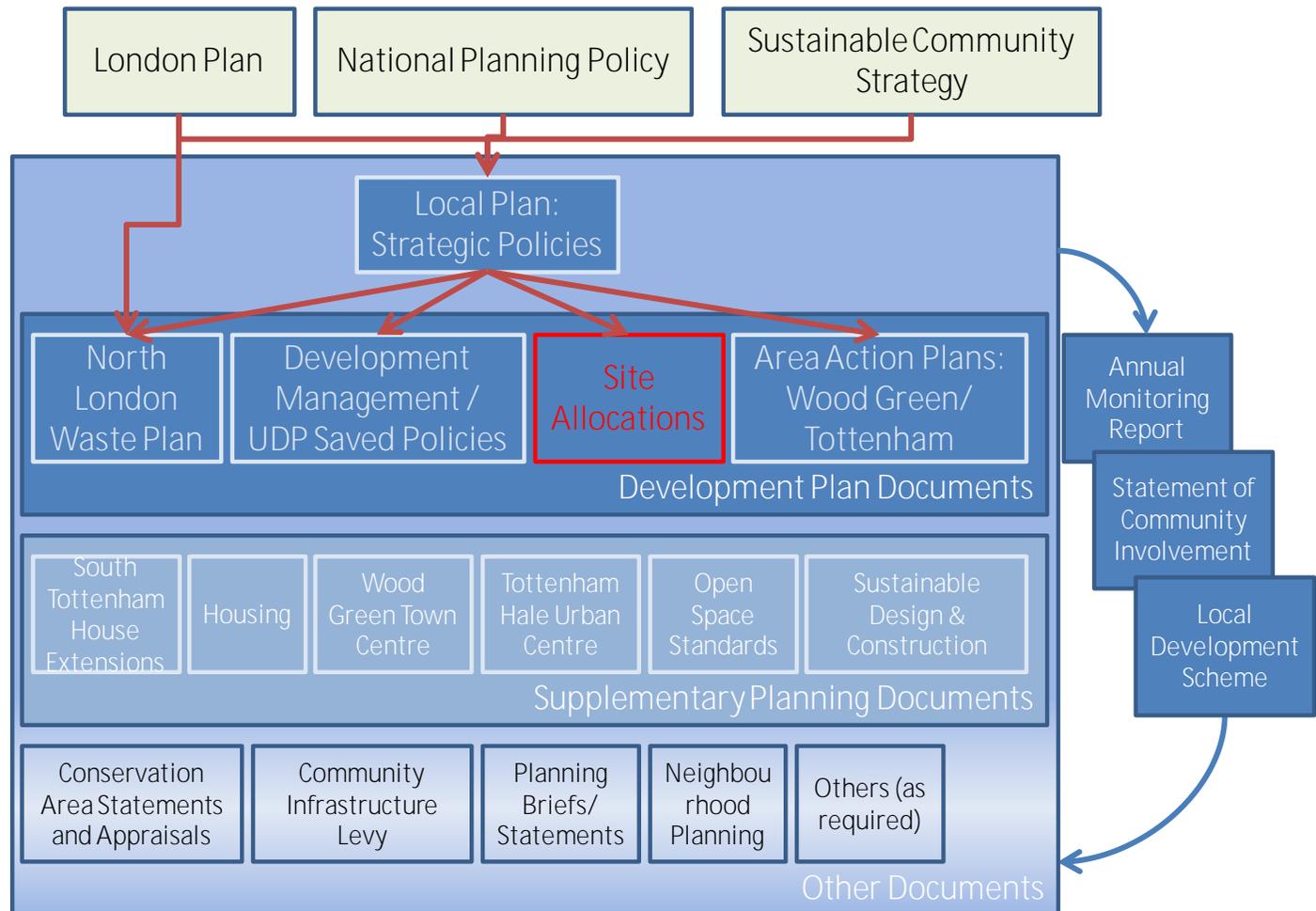
If these sites are not safeguarded for specific uses, the borough would be at risk of not being able to meet its identified housing target, and provide services for its communities.

Once adopted, the Site Allocations document will enable the Council to determine planning applications and make interventions on sites in line with the allocations. This document will enable:

- **Guidance** for developers of what development is expected on these sites,
- **Refusal** of proposals that do not conform with the allocation,
- **Intervention** on sites to speed up their delivery, particularly in areas where infrastructure capacity is being enhanced.

Call for Sites

A Call for sites was issued in March 2013 to seek inputs into this document. This was in line with standard practice for a document of this type. Where sites were received they were reviewed for potential to be included in this document. A list of all sites nominated can be found at Appendix 2.



Planning Regulations

This consultation is being carried out under the Local Planning Regulation 18 by which interested organisations, the public and businesses are encouraged to make representations on the proposed subject matter of a development plan. The representations are then taken into account in preparing a further document for public participation under Regulation 19.

Policy Context

This document takes account of the existing development plan in force in Haringey. This consists on the Local Plan: Strategic Policies, which was adopted in March 2013, and the London Plan 2011. It also has regard to demographic, social and economic change, and the operational plans of our partner organisations.

How this document is set out

The document will be broken down into chapters relating to the themes identified in SP1 of the Local Plan: Strategic Policies DPD. Each chapter will be introduced with an overarching map showing the context of the key sites for that area. The geographical chapters containing site profiles are:

- Tottenham Hale Growth Area
- Haringey Heartlands Growth Area & Wood Green Area of Change
- North Tottenham/Northumberland Park Area of Change
- Tottenham High Rd Area of Change (including Bruce Grove and Tottenham Green)
- Highgate, Muswell Hill, Crouch End, and Hornsey
- South of the borough

The majority of this document comprises of two-page site profiles for each site setting out:

- Location map;
- Site details: size, PTAL (Public Transport Access Level), address and potential phasing;
- The Draft Site Allocation;
- Existing policy designations;
- Description of the surrounding area;
- Potential development Capacities;
- Design considerations;
- Implementation considerations.

Sources of Sites

Many of these sites have been proposed for development before, but some of the areas may be new in this document. The sources of the sites in this document are:

- Unitary Development Plan 2006—Site Specific Proposals (UDP Appendix 1);
- Call for Sites (March-May 2013: Appendix 2 of this document);
- Greater London Authority SHLAA, including a separate Call For Sites
- Major outline planning permissions;
- Supplementary Planning Documents (SPDs), Guidances (SPGs), planning briefs, and masterplans;
- Internal stakeholder workshops.

Small scale developments & Housing Trajectory

This document sets out the location of all currently known large (over 0.25Ha) future housing sites. Over 20 years these sites together with windfall sites have the potential to accommodate up to 35,000 new dwellings. These sites fall into one of two categories, Draft Site Allocations, which are directly addressed in this document, and Housing Trajectory sites.

Housing Trajectory sites are sites of over 0.25Ha in size which do not require an allocation. This may be because the site already holds planning consent, or because the Council believes their delivery can be adequately managed using policies contained in the 2006 UDP or its future replacement, the Development Management DPD, when the site comes forward.

Development comes forward on sites of all sizes, and recent research from the Greater London Authority (GLA) shows that approximately 350 net additional units have come forward per year for the past 8 years on sites of below 0.25 Ha. These are generally conversions and smaller infill developments.

The Council's Housing Trajectory aggregates all of these sources of housing supply and presents them to identify how much residential development will come forward, where, and when. A Housing Trajectory is included as Appendix 3 of this document.

Issues emerging since adoption of Local Plan: Strategic Policies DPD

Although the Strategic Policies DPD was adopted in March 2013, the majority of its content was agreed prior to the Examination in Public in June 2011. As such it is prudent to review recent trends occurring since adoption of the Local Plan: Strategic Policies document.

In August 2011 there was widespread **rioting** in London. The subsequent destruction has necessitated immediate efforts to repair and replace damaged buildings in Tottenham, but also given a fresh impetus to regenerate Tottenham to try and ensure that those events are not repeated. The overall aims of this strategy are set out in the Plan for Tottenham, with a Physical Development Framework which is being consulted on in December 2013.

- The **2011 Census** showed that in line with most of London, Haringey's population has increased at a faster rate between 2001-2011 than was previously anticipated. While the population in the GLA's 2010 projection estimated Haringey's population at 225,000, the 2011 Census count was 254,900. This is likely to cause the GLA to revise Haringey's housing target upwards from its existing 820 new homes per year.
- In order to test capacity for accommodating new housing in London, the GLA are in the process of carrying out a **Strategic Housing Land Availability Assessment (SHLAA)**. This has received input from all London Borough's and will help to inform the new housing targets. Haringey has assessed potential housing sites in the borough, and where appropriate these sites are included in this document as Draft Site Allocations or Housing trajectory sites.
- The **Localism Act** was enacted in 2011, enabling local community groups to establish themselves as Neighbourhood Forums, and subsequently prepare Neighbourhood Plans. Haringey contains one such Neighbourhood Forum, in Highgate. The Highgate Neighbourhood forum has made a thorough response to the Call for Sites, and a number of the sites put forward are included in this document. The Council will continue to work with the Highgate Neighbourhood Forum to bring forward their Neighbourhood Plan.

In an attempt to increase flexibility for businesses, householders, and developers the Government has announced changes to **Permitted Development rights**. These have enabled greater scope for the change of use of shops, larger residential extensions, and the change of use from offices to residences.

- On 1st April 2012 the Mayoral Community Infrastructure Levy (**CIL**) was implemented across London. The rate in Haringey is £35/m², and is charged on all net additional floorspace apart from publically funded healthcare and education facilities. Haringey is working towards the adoption of a local CIL.

Previous Versions of this Document

In 2010, a Draft Site Allocations DPD was released for consultation. This was intended to support the proposed submission consultation of the Local Plan: Strategic Policies DPD.

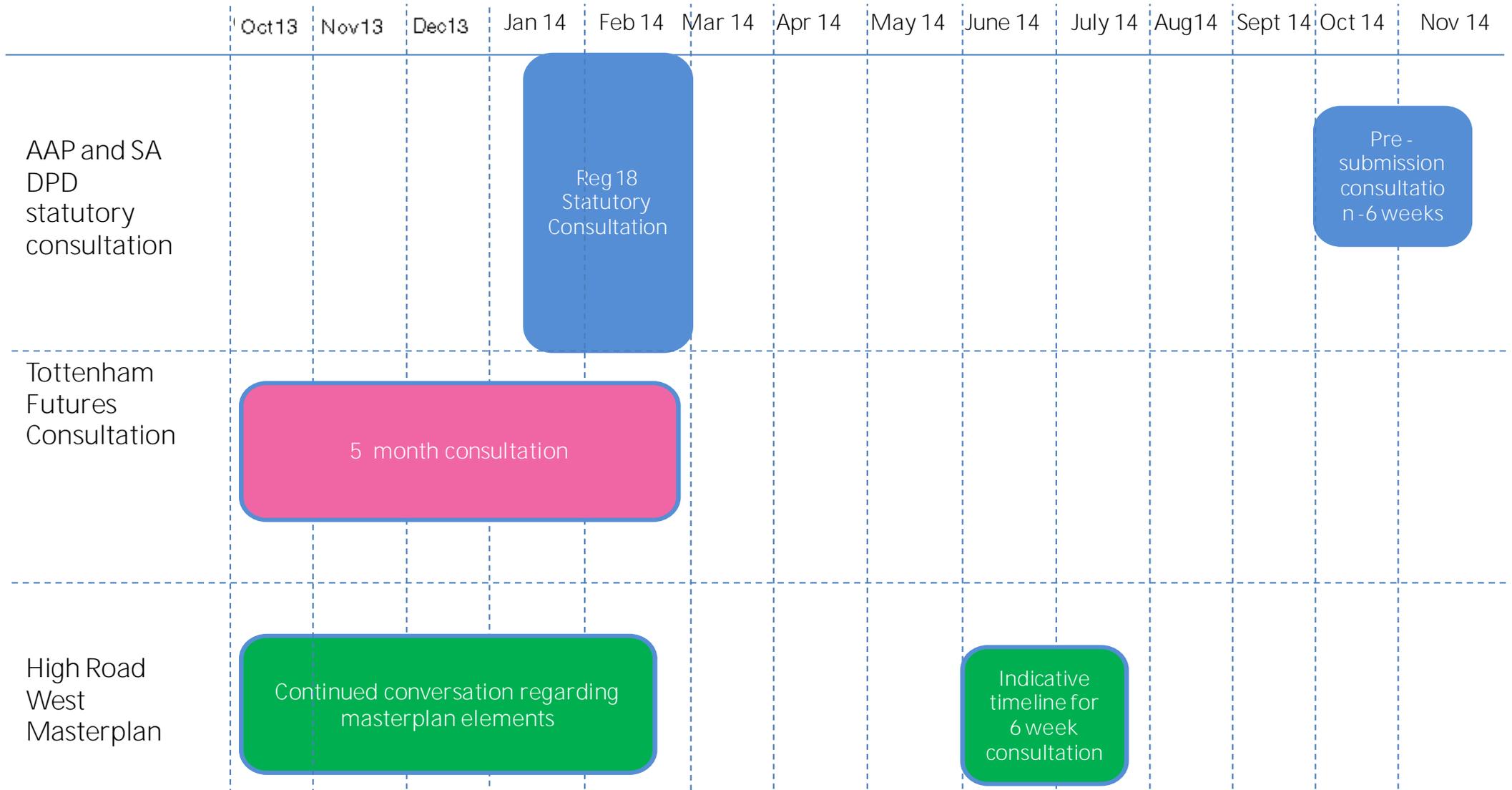
This new version is released as a draft for consultation following the introduction of the National Planning Policy Framework, the Localism Act, and adoption of the Local Plan: Strategic Policies.

Draft Site Allocations and the Infrastructure Delivery Plan (IDP)

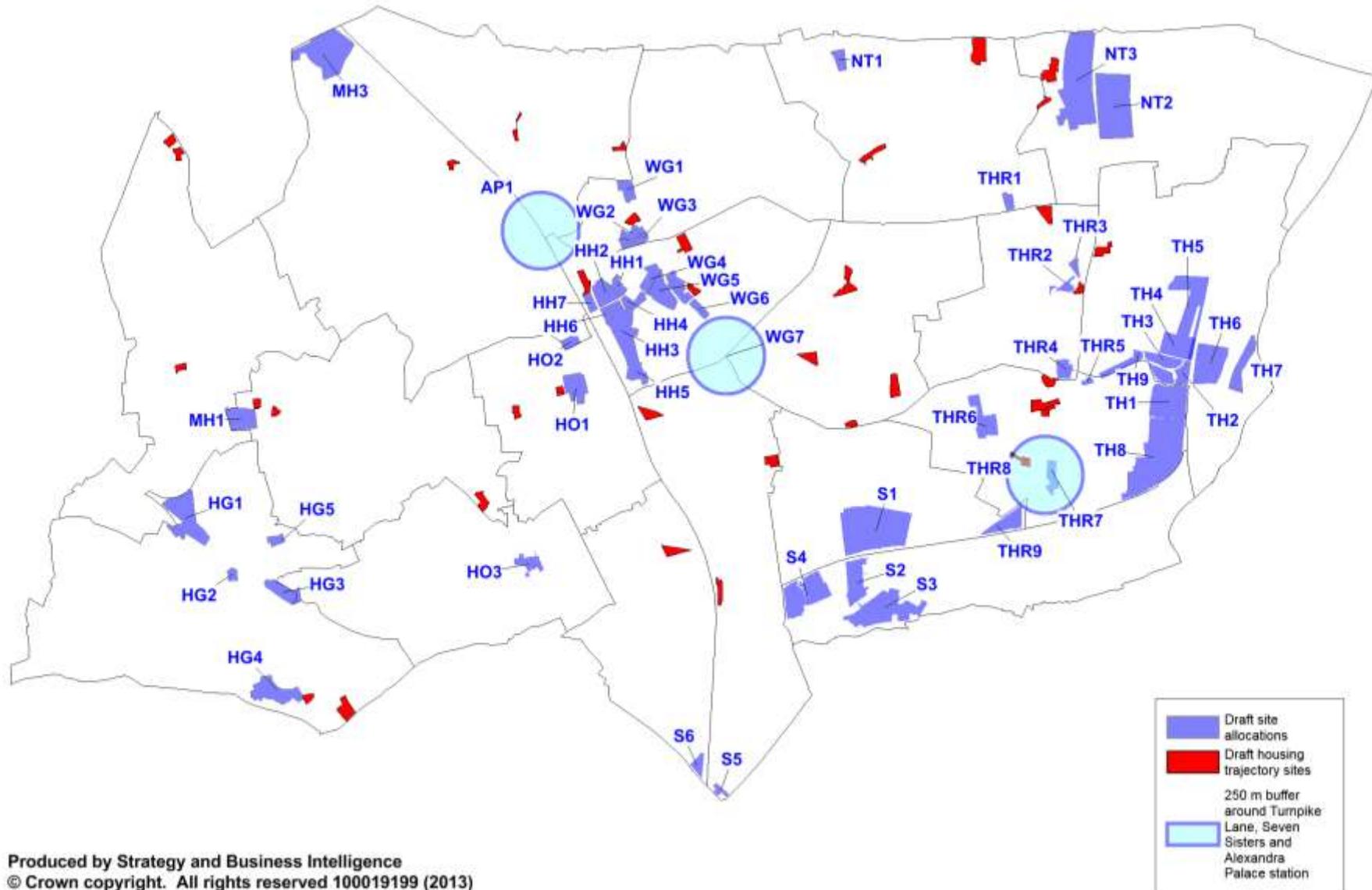
The site profiles contain estimates of CIL and s106 contributions that may be sought as part of any planning permission on a site. These are indicative modelled numbers, and their values may be higher or lower when the development comes forward. The revenues are based on a capacitation of the site based on its draft allocation, and the net additional floorspace was charged the CIL rates contained in the CIL charging Schedule submitted to the Secretary of State for Examination in Public on 21st October 2013.

It is anticipated that by including these figures, it will help to give communities and infrastructure providers an idea of the range of benefits beyond those that the development itself offers in providing for infrastructure linked to growth.

On larger schemes it may be desirable to co-locate infrastructure into a development site. Where this is done, it would be partially at the expense of developable land, and it is expected that CIL and/or s106 revenues would alter to accommodate this. The sites in this document will be used to begin negotiations with infrastructure providers to help providers and developers expedite these opportunities for co-location.



Draft Site Allocations



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Site Ref	Site Name	Size (Ha)	Page
TH1	Tottenham Retail Park	4.84	12
TH2	Over Station Development at Tottenham Hale	0.95	14
TH3	Station Square West	2.52	16
TH4	Ashley Road South	2.63	18
TH5	Ashley Rd North	5.47	20
TH6	Hale Village	0.18	22
TH7	Hale Wharf	1.93	24
TH8	South Tottenham Employment Area	10.18	26
TH9	Welbourne Centre	0.97	28
Employment Land in Tottenham Hale		n/a	30
HH1	Parma House	1.17	34
HH2	Chocolate Factory	1.48	36
HH3	Clarendon Square	4.55	38
HH4	Clarendon Square Gateway	0.95	40
HH5	Clarendon Rd South	1.48	42
HH6	NW of Clarendon Square	0.30	44
HH7	Land adjacent to Coronation Sidings	0.71	46
WG1	Civic Centre, Wood Green	1.18	50
WG2	Arriva Bus Depot	0.84	52
WG3	Station Rd Sites	0.96	54
WG4	Wood Green Library	1.33	56
WG5	The Mall	3.60	58
WG6	Bury Rd Car Park	0.70	60
WG7	Turnpike Lane Station	7.0	62
NT1	500 White Hart Lane	1.00	66
NT2	Tottenham Hotspur Stadium Development	9.99	68
NT3	High Road West	10.90	70
NT4	Estate Renewal in North Tottenham/Northumberland Park	n/a	72

Site Ref	Site Name	Size (Ha)	Page
Employment Land in North Tottenham/ Northumberland Park		n/a	69
THR1	The Roundway at Bruce Grove	0.70	76
THR2	Tottenham Delivery Office et al	0.63	78
THR3	Bruce Grove Snooker Hall	0.50	80
THR4	Tottenham Green Bus Garage	1.43	82
THR5	Kwik Fit north of Saltram Close Housing Estate	0.30	84
THR6	Lawrence Rd	3.34	86
THR7	Seven Sisters Regeneration Project	1.37	88
THR8	Seven Sisters Station	19.6	90
THR9	Gourley Place & Wicks site	2.49	92
HG1	Wellington Roundabout & Highgate Rail Depot	3.97	96
HG2	Highgate Magistrates Court	0.47	98
HG3	Former Highgate Rail Station	1.50	100
HG4	Highgate Bowl	3.35	102
HG5	Summersby Rd	4.99	104
MH1	St. Luke's Hospital	2.52	106
MH2	56 Muswell Hill	0.50	108
MH3	Friern Barnet former sewage works	6.50	110
HO1	Hornsey Depot	2.36	112
HO2	Hornsey Water Treatment Works	0.66	114
HO3	Hornsey Town Hall	1.38	116
AP1	Alexandra Palace Station	19.6	118
S1	St. Ann's Hospital	11.50	122
S2	Greater Ashfield Rd	3.06	124
S3	Vale Rd/ Tewkesbury Rd Employment areas	7.15	126
S4	Arena Retail Park	5.74	128
S5	Finsbury Park Bowling Alley	0.37	130
S6	Finsbury Park & Stroud Green Rd	0.39	132

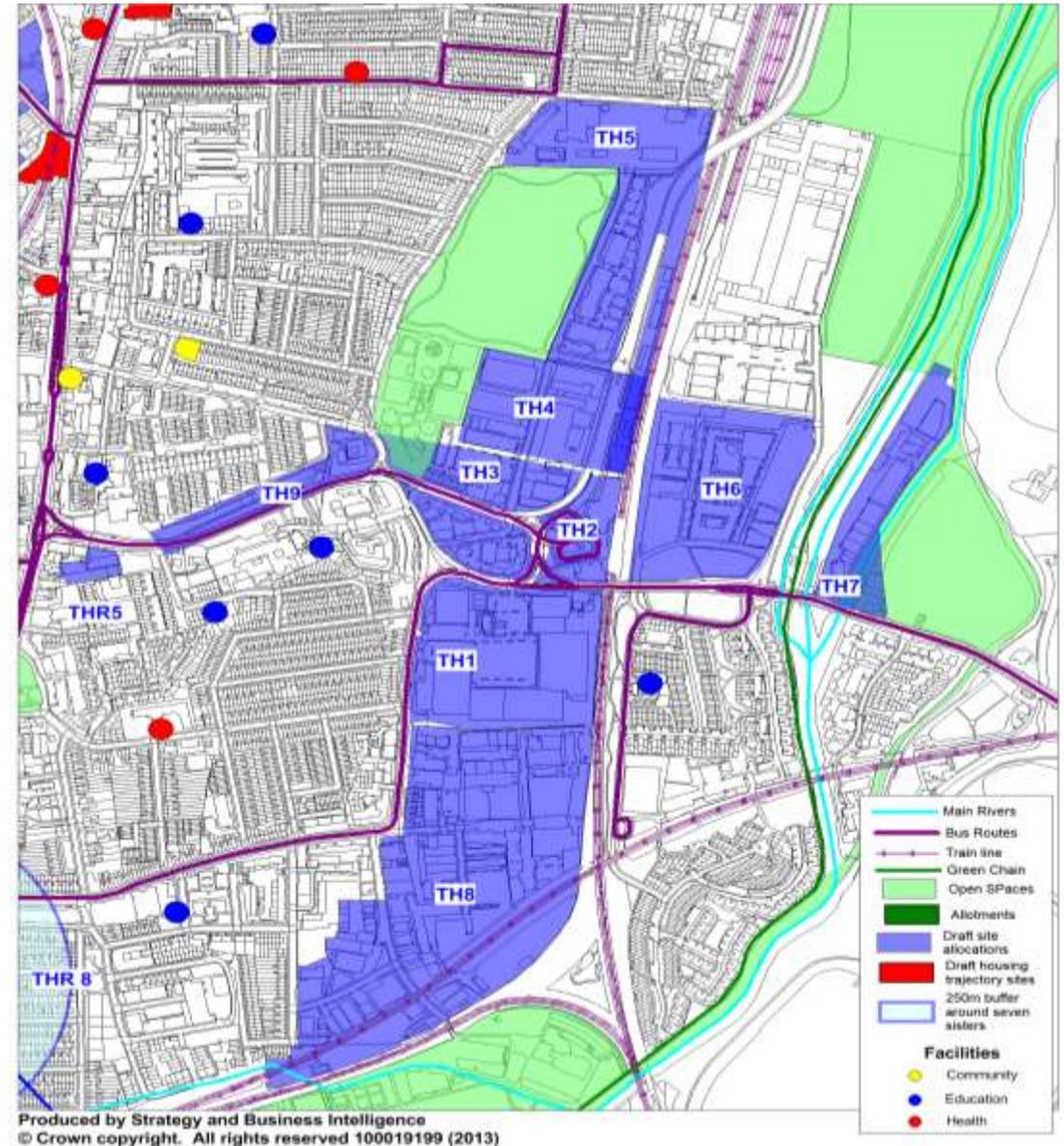
Tottenham Hale Growth Area

Tottenham Hale is an identified Growth Area in the Haringey Local Plan, including an aspiration for the designation of Tottenham Hale as a District Centre by 2025. The London Plan identifies Tottenham Hale's strategic position in the London-Stansted-Peterborough-Cambridge corridor predicts that the area can deliver new homes and jobs, and will be promoted as an international transport hub supported by significant investment in public transport.

The vision for Tottenham Hale is as a thriving centre with a vibrant mix of commercial, retail, residential and complementary town centre uses set within a legible network of public streets and spaces. The transformation of Tottenham Hale will capitalise on committed transport investment and the area's exceptional locational advantages in the Cambridge- Stansted-London corridor and as a gateway to the Lee Valley Regional Park. It will increase the opportunities for people to visit, work and live in the area and support the development of an evening economy which will in turn increase safety and vibrancy in the local area.

Improvements are already underway in the area:

- Tottenham Hale Gyratory, new bus station and Public Square at Tottenham Hale Station. This work is scheduled to be completed in October 2014;
- Tottenham Hale Station redevelopment and future over station development;
- Improvements to frequency of the West Anglia Mainline services from Stratford to Angel Road (STAR scheme) and the devolution of the West Anglia franchise to the London Mayor and Transport for London;
- Ongoing development at Hale Village.



Evidence

A masterplan was adopted for Tottenham Hale in 2006. This is in the process of being refreshed. This masterplan will build on the 2006 masterplan in terms of scale of change and ambition. The focus has been honed on deliverable proposals up to the period 2015 to align with the Draft Site Allocations Document timeframe. As a result a number of design changes have been made to the plan and some additional opportunities have been identified, as detailed below:

- Intensification of retail/commercial development around Tottenham Hale station and development of the area between Ferry Lane and the proposed east-west link, including the land opposite the station as a priority, including improving the public realm scope of the square. This is called Station Square West and a development brief for the site will be prepared.
- Extending the area south to link the industrial employment area around the Fountayne Road Estates to Tottenham Hale Retail Park and support and foster this as a business enterprise zone.
- Redesign of the retail park layout to provide an opportunity for phased delivery of mixed use residential development into the area alongside more town centre uses. Opportunity to provide smaller retail unit sizes and introduce uses that will encourage a night time economy.
- Public realm improvements to address Monument Way/The Hale street frontage.

Employment Land in Tottenham Hale

The opportunity for change on designated employment land parcels will be explored through an Employment Land Review.

Sites in Tottenham Hale

TH1: Tottenham Retail Park - Creation of a new District Centre with a vibrant evening economy that includes town centre uses such as restaurants, cafes, hotels. Workspaces and residential uses with active frontages such as restaurants, and cafes. Residential, office and hotel uses will be introduced above town centre uses.

TH2: Station Interchange - convenience retail and cafes for station interchange users, scope for over station residential development

TH3: Station Square West - significant mixed use commercial/offices, diverse town centre retail offer including leisure uses, restaurants, and cafes, and residential above.

TH4: Ashley Road South - Organic growth and upgrading of workspaces together with streetscape and way finding improvements. Residential development may be introduced over looking Down Lane Park, and new offices and workspaces will be encouraged in this area.

TH5: Ashley Road North - Subject to the findings of the updated Employment Land Review and Urban Characterisation Study, the opportunity to provide a range of high density uses may exist, including residential. Any future uses on this site will be able to make use of the excellent amenity of overlooking Down Lane Park. The potential to fit development in between Watermead Way and the rail line will be explored. The existing uses on Technopark and the Council depot would need to be rehoused in the event of any redevelopment.

TH6: Hale Village - The final phase of this development is the “hole in the ground” which will contain residential and hotel uses.

TH7: Hale Wharf - a new residential quarter with shopfront type mixed use workspace, potential for cafes and restaurants on the waterfront

TH8: South Tottenham Industrial Area - employment area with potential for some residential to be integrated into workspaces

TH9: Welbourne Centre and Monument Way - mixed use development including ground floor commercial or community uses on the lower floors with residential infill along the northern front of Monument Way.

TH1: Tottenham Retail Park

Address	Tottenham Retail Park, Broad Lane, Tottenham Hale, N15			
Size (Ha)	4.84			
PTAL Rating	5			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Tottenham Hale Masterplan Refresh			

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)
- Site Specific Proposal 20 (Unitary Development Plan 2006) - Tottenham International
- Flood Risk Zone 2
- Area of Archaeological Importance

Draft Site Allocation

Creation of a new District Centre with a vibrant evening economy that includes town centre uses such as restaurants, cafes, hotels. Workspaces and residential uses with active frontages such as restaurants, and cafes. Residential, office and hotel uses will be introduced above town centre uses.

The opportunity exists to enact an increasingly fine-grained road layout, improving cycling and pedestrian accessibility, and establishing strong links for residents and visitors to Tottenham Hale between the District Centre and the station.



What is the site and surrounding area like?

The site is currently a retail warehouse site with double height single storey retail warehouse use and ancillary car parking. It is accessible from Broad Lane and Ferry Lane, and these roads act as a barrier from the site being accessible to predominantly residential areas to the north and west.

Retail units line the southern and eastern site edge, with service yards and access road (part of the site) to their rear. Their public fronts face a large car park, to the north and west edges of the site, fronted by the busy Ferry Lane (A503) to the north and Broad Lane (part of the A10 Tottenham Hale Gyratory, one way southbound) to the west.

The Gyratory is currently being removed by TfL, with all roads concerned reverting to two-way traffic; Broad Lane is envisaged to be downgraded to a quieter and more residential street. The other side of Broad Lane is predominantly early 20th century 2 storey terraced housing; some of which faces the site, along with more recent 3 & 4 storey apartments blocks.

East of the site is the West Anglia Main Line railway; currently 2 track but with plans to be expanded on the far side from the site; beyond the rail line is housing.

South of the site is the South Tottenham employment area including the Fountayne Business Centre and High Cross Centre (part of TH8)

Potential Development Capacity

- Residential: 110,000m²
- Offices: 47,000m²
- Town Centre uses: 47,000²
- Publically accessible open space: 3,600m²

Design Principles

Capturing the benefits of the station interchange will be dependent on making the physical links to the other uses around the station, and improving the quality of the pedestrian environment. This is a key site in establishing Tottenham Hale as a new District Centre.

The retail provision is expected to be predominantly at ground level. Residential use is proposed above this, arranged around raised podium gardens and courtyards. There should be active retail frontage along key pedestrian routes within the site.

Generally blocks should be up to 10 storeys high, dropping to 4 storeys maximum along the Broad Lane frontage opposite the 2 and 3 storey existing housing. Heights could rise gradually at the corner and through the heart of the site to 10 storeys along the eastern edge beside the railway and northern edge opposite the station square, where there is also the opportunity of a much higher point block matching those around the station square (TH 2 & 3) and Hale Village (TH6).

Upgraded public spaces are proposed on the frontage of the Retail Park on to Ferry Lane and in the heart of the site. These should optimise the relationship with the new station square and linkages to neighbouring streets to the west and in the future to the south, and provide a high quality hard and soft landscaped public space.

Parking should be provided in undercroft (and possibly surface parking areas away from main pedestrian routes towards the east side of the site). The main vehicle access point for visitors and deliveries should be from Broad Lane. Car free development is supported in this site.

Implementation considerations

- £921,000 CIL estimate
- Up to £1,100,000 S106 contribution
- Noise pollution — road traffic, railway
- This site has a moderate flood risk (Zone 2)
- Potentially contaminated Land
- This site could potentially connect to the existing decentralised energy hub at Hale Village, or alternatively act as a new decentralised energy hub.
- This site abuts a potential future Quietway cycle route

TH2: Tottenham Hale Station Interchange

Address	Tottenham Hale Station Site, Tottenham Hale, N17			
Size (Ha)	0.95			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Tottenham Hale Masterplan Refresh			

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)
- Local Employment Area (Local Plan: Strategic Policies DPD)
- Site Specific Proposal 20 (Unitary Development Plan 2006) - Tottenham International

Draft Site Allocation

Redevelopment of the station to create a new gateway to Tottenham and the wider North London area for international visitors arriving from Stansted. The new station building will include town centre uses at ground floor level With office or residential development above and to the north of the station.



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What is the site and surrounding area like?

At present, Tottenham Hale Station is an isolated transport interchange, with main line rail (including the Stansted Express) London Underground (Victoria Line), many London Transport and other operator's bus services, taxi and private car drop-off/pick-up and private parking.

Currently high speed roads to the north, south and west (the latter one way, a part of the Tottenham Hale Gyratory) and the railway itself to the east cut the site off from its surroundings. The gyratory removal project will reduce the barrier effect of surrounding roads and reconfigure the bus station and car/taxi facilities to create an opportunity for a quieter, higher amenity public space. The masterplan for the gyratory and station square which TfL are currently building envisages a landmark development over and to the north of the station building to enclose the east side of the square.

Implementation considerations

- £45,000 CIL estimate
- Up to £53,000 S106 contribution
- Potentially contaminated land
- Noise pollution — roads, railway
- This site has a moderate flood risk (Zone 2)
- This site could potentially connect to the existing decentralised energy hub at Hale Village, or alternatively act as a new decentralised energy hub.
- The rail lines underneath the site restrict the locations of structural support for higher density development.
- This site has a potential future priority Quietway cycle route passing through it.

Design Principles

The station, above station development, bus interchange and public realm must be a high quality, fully accessible, design. The station building should have good presence in the urban context using over station development as part of the way finding strategy. This is a key site in establishing Tottenham Hale as a new District Centre.

A tall and high density development should be possible on this site. The tallest building elements at the south end of the station building adjacent to Ferry Road. Typical building heights are envisaged to be between 8 and 10 storeys at high points and otherwise a minimum of 6 storeys. However, in principle, from a design point of view, a considerably higher point block would be acceptable, as part of a cluster including other sites around the square (TH1, 3 & 6).

The station square should provide safe and direct pedestrian routes to key pedestrian crossing points with minimum conflict with bus movements. A taxi rank should be provided within the station interchange area. Car free development is supported in this site.

It is also envisaged that a new pedestrian and cycle friendly east-west link will touch the north of this site and bridge the railway. This fits into wider regeneration plans including Hale Village (TH6), where it aligns with the central east west linear park and will continue to Hale Wharf and the Lee Valley parks; and Ashley Road, from where it will continue to Tottenham High Road.

The development should provide the station with a clear front on to the square and otherwise provide active ground floor uses such as retail, with retail or other non residential uses possible on the 1st floor and office or residential above.

The station square will have a high quality hard and soft landscaped scheme that creates a sense of identity and is uncluttered.

Potential Development Capacity

- Residential: 5,300m²
- Town Centre uses: 2,200m²
- Publically available open space: 6,000m²

TH3: Station Square West

Address	Station Square West Site (Including Southern Ashley Rd), Tottenham Hale, N17			
Size (Ha)	2.52			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Tottenham Hale Masterplan Refresh			

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham Hale Growth Area (Local Plan: Strategic Policies 2013)
- Local Employment Area (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 20 (Unitary Development Plan 2006)
- Area of Archaeological Importance

Draft Site Allocation

Mixed use development opposite the new Station Interchange providing a mix of town centre uses at ground floor level with residential, hotel, or office development above. This site enables a key linkage between the Ashley Rd employment area, Tottenham Hale station and Tottenham Hale Retail Park.



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What is the site and surrounding area like?

Currently the site consists of a traffic island and land on the opposite side of Hale Road, to its north. This is at the centre of a gyratory system that is currently being removed, this site will become a major development opportunity with a number of sites containing potential for landmark developments. The gyratory is currently in the process of being removed by TfL to revert streets to two way working and make the space in front of the station an attractive, pedestrian friendly Station Square, containing a new bus station and focusing transport interchanges (see site TH2). Hale Road will become two-way; still taking A1055 traffic but no longer A503 traffic.

This site will include the western and northern sides of the square; the western side will no longer be severed from the station by traffic. The southern, traffic island site currently contains a number of buildings, many with active businesses, and a side street, Station Road, cutting diagonally across. The northern site also contains a number of industrial buildings, a petrol station and a terrace of 2 storey houses facing Hale Road, and Ashley Road, turning off Hale Road heading North, whilst Hale Road itself turns north, becomes Watermead Way and forms the eastern edge of the northern site.

To the north, the site, containing existing businesses likely to be redeveloped, continues as part of Lower Ashley Road (TH4), but the park, just to its west, will be retained and improved. The boundary between TH3 and 4 will become an east-west pedestrian and cycle friendly link connecting Tottenham High Road, via Chesnut Road, the park, this site, a new bridge over the railway at the northern end of TH2, Hale Village through its central linear park and on to the Lee Valley Regional Park.

To the west of the island site, across The Hale, the existing residential district with blocks facing the road rising to 4 storeys beside the road and 8 storeys behind. To the south, across Ferry Lane, is the Tottenham Retail Park (see TH1).

Potential Development Capacity

- Residential: 74,000m²
- Town Centre uses: 24,000m²
- Publically accessible open space: 900m²

Design Principles

On the eastern edge of the island site and south eastern corner of the northern site, this site fronts on to a major public square with bus interchange. Station Square West should be transformed to a permeable urban fabric to reinforce the north-south connection in Tottenham Hale district and form strong landmarks on the western and northern edges to the new Station Square. This is a key site in establishing Tottenham Hale as a new District Centre.

Building heights should range between 6 to 10 storeys but could rise higher in places beside the square. Taller buildings should be located at the west and east ends of the site on key vistas lines from Monument Way and the Station respectively. Building frontages should address the back of pavement and provide active ground floor uses, with the side facing the square especially suited to retail or restaurant uses. Car free development is considered appropriate given the excellent public transport accessibility levels. Disabled parking spaces should be provided.

Opportunities to extend this square across to Ashley Road are encouraged in order to enclose the square on its north side and further promote pedestrian movement within the area. Within the internal layout of development opposite the station there may be opportunity to integrate a small hard landscaped public space that provides a sheltered space for cafes and restaurants away from the surrounding road network.

Development could clear any and all of the existing buildings on the site and the existing street need not be maintained, but buried services may need to be accommodated.

Implementation considerations

- £620,000 CIL estimate
- The existing Victoria Underground Line constrains the height of development on some parts of this site.
- Up to £740,000 S106 contribution
- Potentially contaminated land
- This site currently suffers from noise pollution
- This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.
- This site has a moderate flood risk (Zone 2)
- This site has a potential future priority Quietway cycle route passing through it.

TH4: Ashley Road South

Address	Ashley Road area, Ashley Road, Tottenham Hale, N17 9LJ			
Size (Ha)	2.63			
PTAL Rating	4			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Tottenham Hale Masterplan Refresh			

Draft Site Allocation

Organic growth and upgrading of workspaces together with streetscape and way finding improvements. Residential development may be introduced over looking Down Lane Park, and new offices and workspaces will be encouraged in this area.

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)
- Local Employment Area (Local Plan: Strategic Policies DPD)
- Site Specific Proposal 20 (Unitary Development Plan 2006)



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What is the site and surrounding area like?

This forms the northern part of the coordinated plans to improve Tottenham Hale and adjoins the proposed Station Interchange site (TH2) and Station Square West (TH3). To its north and east is the further designated site of Ashley Road North (TH5). This site currently contains low to medium industrial uses in a range of good to poor quality.

The site's southern boundary is formed by the planned east-west pedestrian and cycle friendly link that will connect Tottenham High Road, via Chesnut Road, the park, this site, a new bridge over the railway at the northern end of the Station Interchange site, Hale Village through its central linear park and on into the Lee Valley Regional Park.

Watermead Way, the A1055 and currently an oppressive, car dominated environment, forms its eastern boundary of this site; over this is a narrow slither of site TH3 and then the West Anglia Main Line railway; with the Lee Valley beyond that.

To the west and north west of the site is a large public park, Down Lane Park, which forms an excellent opportunity for a superb residential outlook to these edges of the site. Plans for site TH5 to the north include improvements to connections onward to the north, which will connect to planned new education facilities and the residential districts beyond.

Buildings on the site include the Locally Listed Berol House (the former Eagle Pencil Works), a fine, four storey, late nineteenth or early twentieth century industrial building, and other decent older industrial buildings opposite, as well as more recent single storey industrial portal frames of ugly, utilitarian appearance.

Potential Development Capacity

- Residential: 44,000m²
- Offices: 128,000m²

Design Principles

Good quality existing Victorian and early twentieth century buildings should be retained and reused where appropriate. A mixture of residential and office uses is sought on the site; existing buildings lend themselves to both uses.

The plans to extend the line of Chesnut Road east to create a sustainable pedestrian and cycle friendly access corridor connecting Tottenham High Road to the Lee Valley Park and Hale Village need to be accommodated in proposals for this site; developments should create an attractive, active frontage to this green pedestrian and cycle priority road. Car free development is supported in this site.

Building heights should be between 3 and 6 storeys but could rise to the highest points up to 8 or possibly 10 close to Tottenham Hale and the station square currently under construction.

Buildings should have clear fronts and backs with internal gardens and parking courtyards. Front doors should lead directly to the street and building frontages should address the back of pavement with minimal setbacks.

Streetscape improvements to Ashley Road should improve lighting, signage and the quality of the hard landscaping, materials and street furniture.

Implementation considerations

- £367,000 CIL estimate
- Up to £443,000 S106 contribution
- This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.
- This site has a potential future Quietway cycle route passing through it.
- This site has a moderate flood risk (Zone 2)
- Potentially contaminated land
- This site currently suffers from noise pollution

TH5: Ashley Road North

Address	Technopark and Ashley Road depot, Tottenham Hale, N17			
Size (Ha)	5.47			
PTAL Rating	3-4			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Tottenham Hale Masterplan Refresh			

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)
- Local Employment Area (Local Plan: Strategic Policies DPD)
- Site Specific Proposal 20 (Unitary Development Plan 2006)

Draft Site Allocation

Subject to the findings of the updated Employment Land Review and Urban Characterisation Study, the opportunity to provide a range of high density uses may exist, including residential. Any future uses on this site will be able to make use of the excellent amenity of overlooking Down Lane Park. The potential to fit development in between Watermead Way and the rail line will be explored. The existing uses on Technopark and the Council depot would need to be rehoused in the event of any redevelopment.



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What is the site and surrounding area like?

Part of the Tottenham Hale Growth Area, this site consists of “Technopark”, the Ashley Road Depot, and a slither of industrial land between the Watermead Way and the West Anglia rail line. It is bisected by the A1055 Watermead Way, a 1980s road that rises to cross the rail lines to the east on an elevated, curving viaduct. Technopark is a 1980s built 2 to 3 storey office complex between Ashley Road and Watermead Way, surrounded by extensive surface car parking and landscaping.

Technopark is located directly to the east of Down Lane Park, while the depot is located to the park’s north, with Park View Road forming the depot site’s western and northern boundary. On the other side of these roads is terraced housing. There are entrances to the depot from the dead end of Ashley Road to its south, beside Technopark and from Park View Road. Between the depot, Technopark and Watermead Way are variable width zones of public landscaping crossed by paths and cycle tracks.

To the east of Watermead Way is a narrow slither of land divided into 5no. yard type industrial uses, extending south to the staff car park to Tottenham Hale station, where a pedestrian and cycle bridge over the railway is planned; see TH2, 3 and 5, and north to underneath the flyover, and is accessed in a turning bay off Watermead Way.

All of the sites are in some active use. Technopark is a modern business park containing 70 separate office, laboratory or workshop units, but with high vacancy rates. The Council Depot is in use providing a location for storing vehicles that perform important infrastructure task while not in use.

Technopark and the land beside the railway are allocated as employment land, but the depot site is not. There are no other significant designations, although it is in a zone susceptible to flooding.

Potential Development Capacity

- Residential: 263,000m²
- Commercial: 36,000m²

Implementation considerations

- £2.2m CIL estimate
- The site is in an area of moderate flood risk

- This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.
- This site has a moderate flood risk (Zone 2)
- This site has a potential future Quietway cycle route passing through it.
- Potentially contaminated land
- This site currently suffers from noise pollution
- Up to £2,600,000 S106 contribution

Design Principles

Bringing together these four sites; the depot, Technopark, the industrial land beside the railway and landscaping / highways between, creates a potential development opportunity of significant potential. It forms the eastern and northern edges of Down Lane Park, an attractive, popular and significant public open space that would be a good outlook to residential, commercial, community or cultural uses, whilst Watermead Way and its proximity to the major transport interchange at Tottenham Hale Station give it great accessibility and visibility.

Whilst development height would have to drop down to close to the prevailing 2 storey height of existing houses to the north and west of the depot, provided transition was handled carefully, development height further south and east could be considerably greater, with the site of Technopark and the land beside the railway being potentially suitable for tall buildings of 20-plus storeys.

By including landscaping, footpaths and cycle tracks within the site, the council shows a preference for more urban development, with public landscaped space concentrated in coherent space such as the existing Down Lane Park and buildings directly addressing road frontages including Watermead Way. However the pedestrian and cycle connectivity north south, particularly from Ashley Road to the eastern end of Park View Road, where a foot & cycle path under the roads and railways connects to the Lee Valley Park will be encouraged to be improved.

On site parking should be provided within plots either as surface or podium parking. Imaginative solutions could reduce the pedestrian unfriendly environment on the bridge of Watermead Way, but it should be recognised that the bridge provides impressive short and distant views across and down the Lee Valley and forms a notable vehicle gateway to Tottenham Hale.

TH6: Hale Village

Address	Hale Village, Ferry Lane, Tottenham Hale, N17			
Size (Ha)	0.18			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Tottenham Hale Masterplan Refresh			

Draft Site Allocation

Hale Village is a significant residential development with planning approval. It is under construction and nearing completion of its final phases. The final phase of this development is the “hole in the ground” which will contain residential and hotel uses.

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)
- Site Specific Proposal 20 (Unitary Development Plan 2006)



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What is the site and surrounding area like?

Hale Village has been mostly developed, in accordance with an approved Masterplan and Design Code. Only three plots remain unbuilt. This includes the single most prominent and important land parcel, the South Western plot known as SW. The others are known as NE and E5.

- SW—in accordance with the masterplan this should contain a tower of 20+ storeys at the prow of the site with 6-8 storeys over the remainder; it should contain residential in the upper floors of the tower and hotel in the lower floors. A design competition has been held and a winning design selected.
- NE—8 storey residential with nursery school, flexible community facility on ground floor granted planning permission.
- E5—5th of 5no. “Pavilions”; private market residential, 10 storeys—to be externally identical to the other four already built / under construction

Potential Development Capacity

- Residential: 10,000m²
- Hotel: 10,000m²

Design Principles

As per planning approval: 1,250 homes, 750 jobs, 750 units of student accommodation, a 100-bed hotel with conference facilities, local shops, cafés, restaurants and other community facilities.

Building heights at Hale Village are defined in the adopted Masterplan and Design Code as implemented and modified in the plots completed so far; broadly blocks in the centre have 5-7 storeys, rising to 8-10 around the southern, eastern and northern edge and 12 along the western edge. The South Western block, the main plot as yet undeveloped, is to include a point block of 22 storeys, with the remainder at 10storeys.

Hale Village has an adopted a shared surface streetscape that promotes pedestrian movement. A hard landscaped public realm fronts on to Ferry Road and the parallel retail crescent. A linear public square has been prepared across the centre of the site in anticipation of the future bridge links; over the railway line to connect to Down Lane Park to the west and over the Lee Navigation to Hale Wharf and the Lee Valley parks beyond. A more naturally landscaped “eco-park” forms the neighbourhood’s northern edge, whilst the north south routes are tree lined streets.

Materials and elevational treatments are also defined in the Masterplan and Design Code; brick, stone, render and terracotta cladding with horizontal emphasis to north-south streets and vertical emphasis to east-west spaces. Green roofs and rooftop allotments extend the design code to the 3rd dimension.

Implementation considerations

- £81,000 CIL estimate
- Up to £97,000 S106 contribution
- Strategic Industrial Location
- This site has a moderate flood risk (Zone 2)
- This site currently has a biomass decentralised energy hub, and the next phase of development should connect to this.
- This site has a potential future priority Quietway cycle route passing through it.
- Potentially contaminated land
- This site currently suffers from noise pollution

TH7: Hale Wharf

Address	Hale Wharf, Ferry Lane, Tottenham Hale, N17			
Size (Ha)	1.93			
PTAL Rating	5			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Tottenham Hale Masterplan Refresh			

Draft Site Allocation

New residential-led riverside development providing new homes and a completion of the sustainable linkage between Tottenham Hale and the Lee Valley Regional Park. A café should be provided to complement the riverside location, providing for local residents as well as recreational visitors.

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)
- Local Employment Area (Local Plan: Strategic Policies DPD)
- Site Specific Proposal 20 (Unitary Development Plan 2006)
- Area of Archaeological Importance
- Blue Ribbon Network
- Lee Valley Regional Park
- Green Belt



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What is the site and surrounding area like?

The site is a long, thin finger of land between the natural course of the River Lee (itself forming channels and islands) and the canalised Lee Navigation; so the western side of the site is a continuous wharf frontage on to the canal, whilst the eastern side in contrast is mostly marshy riverside margins. To the east, a river island is mostly occupied by "The Paddock", a public park of a mostly natural appearance to become part of the Walthamstow Wetlands project to improve and further open up this part of the Lee Valley Regional Park, with a visitor's centre a short distance further east. The former petrol station in the south west corner of The Paddock, just east of the entrance to this site, offers another, small, development opportunity.

At the southern end of the site, the narrow finger of land fronts the A503 Ferry Lane; this should form a gateway and active frontage. To the north the wharf site eventually narrows to just a thin slither of land between the two watercourses, whilst north east of the river are the reservoirs that characterise the wide open spaces of this part of the Lee Valley.

Potential Development Capacity

- Residential: 61,000m²
- Commercial: 5,000m²
- Retail: 5,000m²
- Community floorspace: 5,000m²

Design Principles

The waterfront location provides for some good views into the Lee Valley and building heights should be between 5 and 8 storeys. There is the potential for a mix of retail, leisure and workspaces at ground floor level, especially along the wharf side and Ferry Lane frontage.

Hale Wharf's unique location provides potential for waterfront development and high quality public realm along the banks of the River Lee. Residential development will occupy not only the upper floors but ground level uses will need to be flood-compatible such as communal gardens close to the natural banks of the Lee.

An east-west walking and cycling route linking Tottenham High Rd and the Lee Valley Regional Park should be completed through this site, and east into The Paddock and Walthamstow Wetlands. Pedestrian walkways should complement existing and connect with routes through the Lee Valley Regional Park / Walthamstow Wetlands. Private open space should be provided to complement the public open space surrounding this site.

If possible the design principles for the former petrol station site and Hale Wharf should be co-ordinated to create a unified final design.

Implementation considerations

- Car, fire brigade and escape access to this site will need to be considered
- £510,000 CIL estimate
- Potential Quietway cycle route including a bridge over the River Lea.
- The site is in an area of high Flood risk.
- Local pylons present
- Wildlife corridors along the canal and especially river should be protected.
- Light pollution; especial care should be taken to avoid this, especially from taller buildings, which may also be suitable for the avoidance of views of them from the park.
- This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.
- Potentially contaminated land

TH8: South Tottenham Employment Area

Address	South Tottenham Employment Area, Fountayne Road, Tottenham Hale, N15			
Size (Ha)	10.18			
PTAL Rating	5			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Tottenham Hale Masterplan Refresh			

Draft Site Allocation

Subject to the findings of the Employment Land Update, Fountayne Road /Markfield Road will continue to provide a mix of employment and residential uses with an increased “fine graining” of the road network to encourage higher density uses. As well as specific interventions to provide upgraded workspaces, some potential for effective live/work units, and managed hub facilities to support the growth of an emerging creative quarter around Fountayne and Markfield Roads.

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)
- Local Strategic Industrial Site (Local Plan: Strategic Policies DPD)
- Site Specific Proposal 20 (Unitary Development Plan 2006)
- Area of Archaeological Importance
- Ecological Corridor
- Site of Nature Conservation (Borough Grade II)



What is the site and surrounding area like?

This industrial estate is a Locally Significant Industrial Site in the Local Plan: Strategic Policies. It contains industrial buildings of a range of ages from the early twentieth century to recent, some of modest architectural quality, mostly still in active industrial use but with some which have been converted to residential without planning consent.

To its east and south it is hemmed in by railway lines, across which there are no crossings except the narrow pedestrian and cycle underpass to the south at the end of Markfield Road. However this provides access to Markfield Park, a good local amenity that also fronts the Lee Navigation and includes a museum of a working steam engine, café and skateboard park.

Markfield Road itself, a quiet road, forms the south-western boundary of this site but a mixture of industrial and residential uses continues to its west. The north western boundary is Broad Lane, currently a much busier one way street part of the A10 Tottenham Gyratory, but this is being removed and the road will revert to a quieter, two-way residential street; beyond it is a neighbourhood of 2 storey terraced residential streets, with 3 and 4 storey flatted blocks fronting Broad Lane.

North of this site is the Tottenham Retail Park, Site TH1 in this document.

Potential Development Capacity

- Residential: 79,700m²
- Offices: 227,000m² (including existing)
- Publically accessible open space: 1,800m²

Design Principles

A new north–south pedestrian and cycling route connecting to Tottenham Hale Retail park site and station site is proposed to increase connectivity into the this site. At its southern end Fountayne Road should be connected to Markfield Road, along with any other measures that can be identified, to increase the permeability of the street network. This could also include opening up new or unused existing bridges under the neighbouring railway lines. On plot parking should be provided.

Building heights should reflect the context created by the retention of existing warehouse buildings and typically be between 3 and 4 storeys with taller elements located towards the railway lines.

A hard and soft landscaped public space is proposed within the heart of the Fountayne Road area to act as a destination and provide a hub for local businesses including a cafe and business support services.

Implementation considerations

- £660,000 CIL estimate
- Up to £484,000 S106 contribution
- This site has a moderate flood risk (Zone 2)
- Change of use to Residential, Mixed Use and Live/work or Work/live policies
- There is active enforcement investigation in this area which will inform the range of actions that can be taken on this site. This is ongoing and any actions coming out of this piece of work will be included in the proposed submission version of this document.
- This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.
- This site has a potential future Quietway cycle route passing through it.
- This site currently suffers from noise pollution

TH9: Welbourne Centre & Monument Way

Address	Welbourne Centre, Tottenham Hale, N17			
Size (Ha)	0.97			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Tottenham Hale Masterplan Refresh			

Draft Site Allocation

Opportunity to create a landmark development in a prominent location in Tottenham Hale providing a new town centre use on the ground floor with offices or residences above. Residential infill along the northern front of Monument Way.

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)
- Site Specific Proposal 20 (Unitary Development Plan 2006)



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What is the site and surrounding area like?

The Welbourne Centre occupies a key location where Park View Road, the road forming the western side of Down Lane Park, meets Monument Way, just before Monument way itself splits into Hale Road and The Hale, both major roads. The site therefore has strong visibility as well as fine views across and good access to Down Lane Park.

Furthermore, the northern edge is formed by Chesnut Road, which forms a pedestrian and cycle friendly amenity link to Tottenham High Road and is envisaged to be extended across the park and through the Ashley Road (TH4) and Station Interchange (TH2) sites to link east with other major new developments, the Tottenham Hale Station Square and the Lee Valley with its larger regional park.

North of Chesnut Road is a neighbourhood of 2 storey terraced houses, with a local pub on the corner of Chesnut and Park View Roads.

East of the Welbourne Centre site is an existing post-war residential estate. It is in good condition, but its southern edge turns its back on Monument Way, with a high brick wall and underused car parking. A school, play centre and rare surviving listed Georgian house can be found on the south side of Monument Way.

Potential Development Capacity

- Residential: 24,000m²
- Town Centre uses: 3,600m²

Design Principles

The redevelopment of the Welbourne Centre is anticipated to offer an opportunity for a landmark residential building, responding to its key corner site and high visibility; however non residential uses on the ground floor, especially facing Monument Way, would be preferred.

Infill development along Monument Way in front of the Chesnut Estate will create an enhanced street edge with front doors and active ground floor uses addressing the new two way street. If it is all residential, there should be active residential frontages with living rooms and front doors on the other three streets. Layouts should anticipate the potential for future estate renewal in Chesnut Estate and blocks should be aligned to provide future north-south connections up to Chesnut Walk and align to pedestrian crossings and routes south of Monument Way. However existing access arrangements and daylight to those existing dwellings should be maintained.

Parking should be on plot. Whether local vehicular and pedestrian access to the proposal and existing estate went between the existing and proposed housing or between the new housing and Monument Way is for discussion.

A taller building should be located on the Welbourne Centre site, with heights between 6 and 8 storeys. The podium beneath should be between 3 and 5 storeys. Building heights should be between 3 and 5 storeys along Monument Way.

Development should be set back from Monument Way. The streetscape on Monument Way will be enhanced as part of the ongoing gyratory road works. Opportunities to 'green' the street with planting of mature trees are desirable.

Implementation considerations

- £200,000 CIL estimate
- Up to £236,000 S106 contribution
- Potentially contaminated land
- Enhanced link at junction of Chesnut Rd into Down Lane Park.
- This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.

Employment Land in Tottenham Hale

Tottenham Hale is a highly accessible area by public transport, and is forecast to undergo significant levels of change in the coming years.

A major land designation in the Tottenham Hale Growth Area is designated employment land. The future of these landholdings will be considered in an Employment Land Update which will be commissioned to inform the next iteration of this document, as well as the Tottenham Area Action Plans. This will look at the existing and potential future uses, and what sectoral growth can be expected in the area, in the context of high PTALs.

Development has already commenced at Hale Village. There is evidence of unauthorized live/work pressures existing in sections of some of these employment designations.

The areas of designated employment land, as allocated in the Local Plan in this area are:

1. LEA 7: Hale Wharf, N17 (1.72 Ha) - Local Employment Area;
2. SIL/LEA 11: Millmead/ Ashley Rd Extension, N17 (11.47 Ha) - Local Employment Area (Ashley Rd), Strategic Industrial Land (Millmead);
3. LSIS 10: Lindens/Rosebery Works, N17 (1.32 Ha) - Significant Local Industrial Site;
4. LSIS 14: South Tottenham, N15 (9.12 Ha) - Significant Local Industrial Site;
5. LEA 15: Tottenham Hale, N17 (13.22 Ha) - Local Employment Area;
6. LEA 22: Rangemoor Rd/ Herbert Rd, N15 (3.03 Ha) - Strategic Industrial Land.



Haringey Heartlands

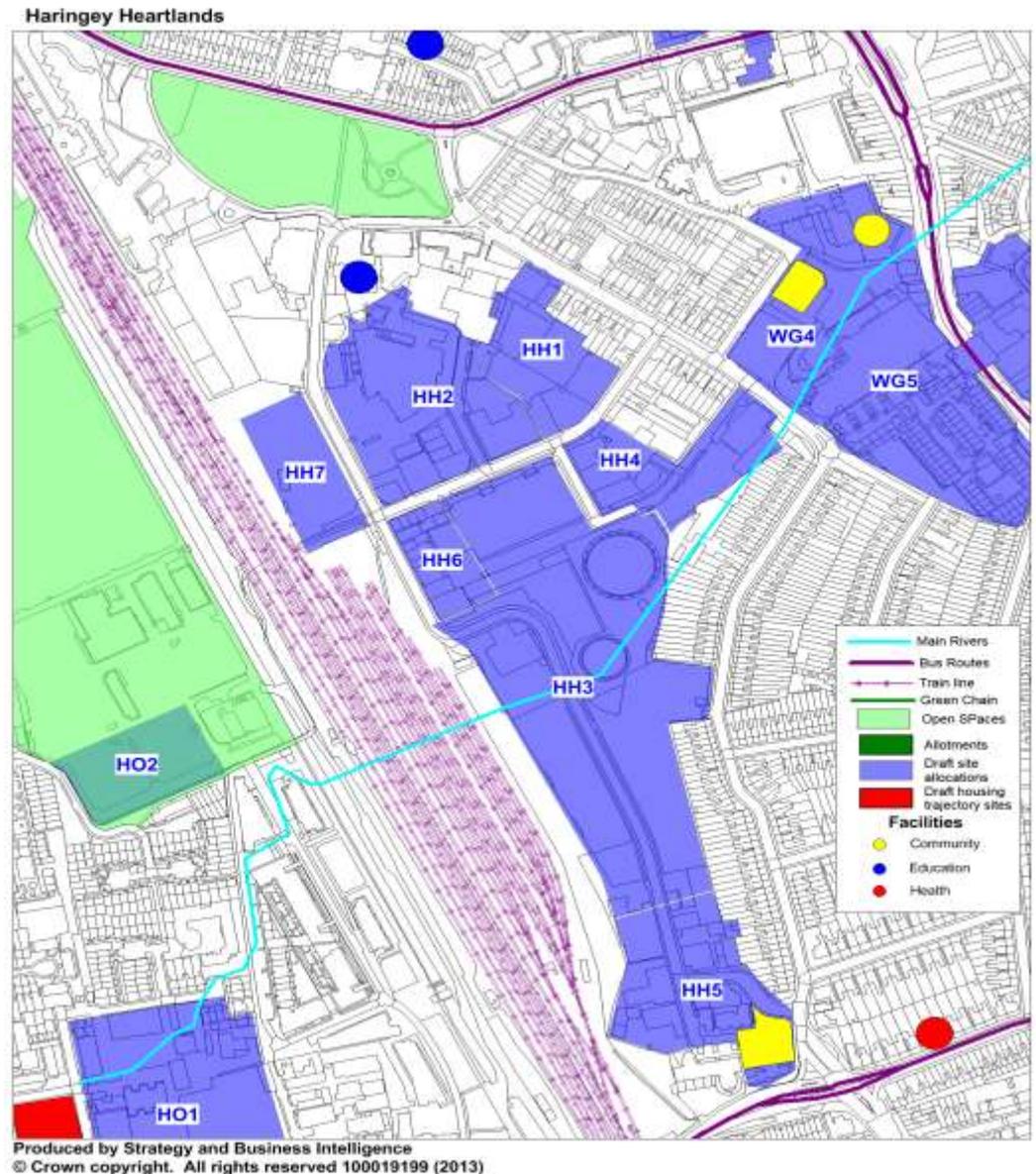
Haringey Heartlands is an identified growth area in the Haringey Local Plan: Strategic Policies document. It is a predominantly industrial area between Wood Green and the Great Northern Rail line. The comprehensive urban renewal of this area will create a new suburb, with a mix of new homes and jobs, a new public square with restaurants and cafes, as well as including a Cultural Quarter centred on the Chocolate Factory site.

The London Plan 2011 identifies Haringey Heartlands as an area capable of delivering approximately 1,500 new jobs and 1,700 new homes.

The Council's ambitions for the area are:

- To increase capacity and variety of uses at Wood Green Metropolitan Town Centre, given its proximity to Haringey Heartlands and the thriving Cultural Quarter,
- To bring back into use underused brownfield land and maximise capacity for housing and employment growth;
- The provision of additional open space, play areas, and community facilities as required by development of the area in order to meet the needs of the resident population;
- Physical and visual integration of the Heartlands with the wider area to benefit local communities and ensure sustainable development that will meet local and strategic goals;
- De-commissioning of the gas holders and decontamination of the land in order to bring forward development;
- Preparation of a business relocation strategy to provide impetus for land assembly;
- Improvement of pedestrian linkages to Wood Green and Haringey Heartlands; and
- Provision of green infrastructure projects to address a range of environmental issues.

The first key site has already gained outline planning consent for a residential-led mixed use development which will create a central square for the new suburb.



A significant part of Haringey Heartlands is the Eastern Utility Lands. This is characterised by the presence of disused gas collectors. On this land, the Council will seek the following:

- A mix of uses including substantial new housing, restaurant/cafe/ drinking establishment uses and community/leisure uses;
- A mix of office use, retail/financial and professional services;
- An excellent public realm with a network of safe and attractive places both public and private;
- An energy centre and utility compounds;
- Car parking spaces, cycle parking;
- Access and other associated infrastructure works; and
- To maintain and enhance the operational railway and safeguard for any necessary railway improvement works.

The Haringey Heartlands Development Framework was produced in 2005, and seeks to guide the redevelopment of this area. It is anticipated that an updated Wood Green town centre masterplan may come forward to compliment or replace this document.

The sites identified for potential allocation in this document are :

HH1 Parma House

Enhance the cultural quarter through limited conversion of this site predominantly to enhance small scale business/workshop use. Improvement of the public realm, and enhancing community facilities to serve the growing population in this area.

HH2 Chocolate Factory

Enhance the cultural quarter through limited conversion of this site predominantly to enhance small scale business/workshop use. Improvement of the public realm, and enhancing community facilities to serve the growing population in this area.

HH3 Clarendon Square

Redevelopment of a highly accessible brownfield site, to create a residential-led mixed-use urban quarter associated commercial and community uses set around a new public square which will be a focal point of activity.

HH4 Clarendon Square Gateway

Potential residential & commercial redevelopment to improve the link between Wood Green Town Centre and emerging Haringey Heartlands via Brook Rd or Caxton Rd. to establish a pedestrian and cycling link to Clarendon Square and onwards to Hornsey. High quality residential-led redevelopment along the new link route.

HH5 Clarendon Rd South

Long-term regeneration of land parcels in this area to create residential-led mixed use development .

HH6 Land NW of Clarendon Square

Infill mixed use development to complement the Clarendon Square site.

HH7 Land adjacent to Coronation Sidings

High density residential-led mixed use development.

HH1:Parma House

Address	Parma House, Clarendon Rd, Haringey Heartlands			
Size (Ha)	1.17			
PTAL Rating	5			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	GLA SHLAA			

Draft Site Allocation

Enhance the cultural quarter through limited conversion of this site predominantly to enhance small scale business/workshop use. Improvement of the public realm, and enhancing community facilities to serve the growing population in this area.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
- Local Employment Area (Local Plan: Strategic Policies 2013)
- Cultural Quarter (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 4 (Unitary Development Plan 2006) : Haringey Heartlands



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What is the site and surrounding area like?

The site includes commercial buildings occupied by firms engaged in creative industries, along with large areas of surface car parking. The main existing building is an inter-war former factory that fronts Coburg Road and extends deep into the site towards its western edge at Clarendon Road North. Together with the Chocolate Factory which adjoins the site to the west (HH2), this site forms the core of the Wood Green Cultural Quarter.

Most of the site abuts the back gardens of two-storey terraced housing along Mayes Road to the north east; with just a short frontage on to Mayes Road. The opposite side of Coburg Road has a continuous frontage of 2 to 3 storey residential buildings. Coburg Road continues north into the significant local parks of Wood Green Common, where it connects to Station Road, linking Wood Green and Alexandra Palace stations (10 minute walk); south Coburg Road meets Hornsey park Road at the entrance to The Mall, Wood Green's main shopping centre (5 minute walk).

The site has a continuous street frontage to the southeast along Coburg Road. Across Coburg Road is a mixture of housing and industrial uses, of mostly 2 storeys with front and side gardens/yards. To the south-west is Mountview Academy of Theatre Arts and Area 51 (a specialist education provider). South of Coburg Road, the small industrial estates form parts of HH3 and HH4. Coburg Road forms a primary east-west pedestrian and cycle route linking Alexandra park and Muswell Hill to the west with Wood Green, Noel Park and Tottenham to the east.

The area is generally characterised by small-scale industrial uses, with a mix of terraced housing. Most commercial premises are in active use.

Potential Development Capacity (Dependant upon findings of Employment Land Study)

- Offices: 41,100m² (including existing)
- Maintain and enhance existing cultural quarter

Design Principles

The main former industrial buildings in the centre of the site, extending to its western and southern edge, form a good basis for establishing parameters, and their retention would be preferred. The active frontage they present to Coburg Road should be continued. The existing former Bassett's building beside the site's Mayes Road frontage should also define development possibilities. Otherwise heights will have to step down and overlooking and overshadowing distances be respected close to the existing houses on both Mayes and Coburg Roads. Therefore development could rise from 3-4 storeys to the east to 7-8 in the centre, west and south, related to the Chocolate Factory, Clarendon Square and Clarendon Gateway developments (HH2,3 & 4).

The site is large enough to include a network of public routes: this could include an east-west route and the opportunity to include part of Guillemot House site to allow Clarendon Rd to be extended to Mayes Rd; some or all of which could be pedestrian/cycle only.

Access to the site is currently from Clarendon Rd North and Coburg Road. Car free development should be supported. The adopted Heartlands Development Framework proposes widening Coburg Rd (southern side of site) to achieve a boulevard effect.

There are no particular restrictions on design and materials, but site wide coordination in a design code and/or masterplan, along with coordination with the Chocolate Factory, Clarendon Square and Clarendon Gateway (HH2,3&4) would be encouraged.

Implementation considerations

- Health & Safety zone designation
- Constraints – protecting viability of creative industries: currently a low cost location. Unless rents for creative industries remain low cultural quarter risks becoming economically unviable.
- This site could potentially connect to the future decentralised energy hub proposed at Clarendon Square, or connect to wider decentralised energy networks encompassing Haringey Heartlands.
- This site has a potential future priority Quietway cycle route passing through it.
- Potentially contaminated land
- This site currently suffers from noise pollution

What is the site and surrounding area like?

The site occupied by the Chocolate Factory creative industries complex, which is part of the cultural quarter; consists of various buildings in the north of the site. The Mountview Academy of Theatre Arts is housed in an industrial building to the centre; three small industrial units are used as an annex to Mountview Academy; Area 51, a specialist education provider for teenagers and young adults is housed in an industrial building; with other community and commercial uses occupying industrial premises. The site also includes land north of Clarendon Road. About 40% of the site is used for surface car parking.

North of site are a school and factory units to the rear of the Job Centre. To the east is Parma House (HH1), in part adjoining and in part over Clarendon Road North. The southern boundary is Coburg Road; south of this are small scale industrial units and beyond the disused gasholders which form part of the Clarendon Square redevelopment site (HH3), and small factory units at corner of Coburg and Western Roads that form HH6. Western Road forms the western boundary of the site; to the west is a Council depot and vacant railway land (HH 5).

Coburg Road forms a primary east-west pedestrian and cycle route linking Alexandra park and Muswell Hill to the west with Wood Green, Noel Park and Tottenham to the east. Western Road forms part of the improved north-south vehicular access route created recently to open up the development potential of this and all the other Haringey Heartlands sites. The surrounding area intensively developed, generally 2 to 3 storeys – most premises appear occupied.

Potential Development Capacity (**Dependant upon findings of Employment Land Study**)

- Commercial: 52,000m² (including existing)
- Maintain Cultural Quarter uses

Design Principles

High density development is anticipated in Haringey Heartlands due to its allocation as a Growth Area. Heights of 8 storeys may therefore be permissible on this site. The main former Chocolate Factory buildings in the centre-north of the site form a good basis for establishing parameters, and their retention would be preferred.

The site is large enough to include a network of public routes: this would probably include an east-west route; some or all of which could be pedestrian/cycle only. Coburg Road forms an important east-west pedestrian/cycle route running from Wood Green and Tottenham to Hornsey and Muswell Hill. It also forms the crucial connection back to the centre of Wood Green Metropolitan Centre. As this forms the southern edge of the site, active frontages should be included here.

The approved scheme for Haringey Heartlands (HH3 - outline planning permission) creates a new square directly opposite the site over Coburg Road; with retail & live-work use on the ground floor of blocks facing the square. It also extends the line of Clarendon Road South, up to and through this square, to align with the line of Clarendon Road North on the eastern side of this site, fulfilling a key requirement of the Heartlands Masterplan. The south east corner of this site therefore sits on a key node for the wider Heartlands area.

There are no particular restrictions on design and materials, but site wide coordination in a design code and/or masterplan, along with coordination with Parma House, Clarendon Square and Clarendon Gateway (HH1, 3 & 4) would be encouraged.

Implementation considerations

- This site has a potential future priority Quietway cycle route passing nearby.
- Health & Safety zone designation will exist until the gas collectors are decommissioned.
- The viability of the creative industries should be secured to ensure the Cultural Quarter continues to thrive. This will require strong planning policy restricting change of use from “cultural” to other (principally residential) uses.
- This site could potentially connect to the future decentralised energy hub proposed at Clarendon Square, or connect to wider decentralised energy networks encompassing Haringey Heartlands.
- Potentially contaminated land
- This site currently suffers from noise pollution

HH3: Clarendon Square

Address	Clarendon Square, Hornsey Park Road, Mayes Road, Clarendon Road, Haringey Heartlands, N8			
Size (Ha)	4.55			
PTAL Rating	3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Existing Outline Permission			

Draft Site Allocation

Redevelopment of a highly accessible brownfield site, to create a residential-led mixed-use urban quarter associated commercial and community uses set around a new public square which will be a focal point of activity.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
- Extant Planning Permission: Reference HGY/HGY/2009/0503
- Site Specific Proposal 4 (Unitary Development Plan 2006) : Haringey Heartlands
- Blue Ribbon Network



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What is the site and surrounding area like?

The Site contains derelict land in the south, together with two large operational gas holders, surrounded by a car park and a single storey office in the centre. The northern part of the site also includes the Olympia Trading Estate, a 5,830m² industrial building. The Spine Road (Mary Neuner Way) is newly built connecting Clarendon Road South to the south with Western Road in the north west. East of the gas holders the site reaches Hornsey Park Road, and is here lined with a row of mature trees.

Hornsey Park Road to the east has two storey terraced houses with gardens that back on to the site. Clarendon Road South is lined by 2 storey industrial buildings; this forms Site HH5. West of most of the site is formed by a steep embankment up to operational railway land; mostly the newly constructed Coronation Sidings Thameslink rail depot, with the East Coast Main Line behind. The embankment is mostly densely wooded (apart from a couple of short brick piers) and forms a designated Ecological Corridor; the rail corridor here is subject to an Article 4 Direction requiring development for operational rail use to obtain planning permission.

Coburg Road, which forms the northern boundary of the Site, contains a large number of industrial units; apart from this site they form others described elsewhere ; HH1, 2, 4 & 5. Coburg Road also forms part of a key east-west pedestrian & cycle link from Alexandra Park & Muswell Hill to the west to Wood Green Metropolitan Centre and ultimately Tottenham to the east. This is the Cultural Quarter, as set out in the adopted Framework.

Wood Green Common is located to the north of the cultural quarter and Alexandra Palace, which provides a range of leisure and informal recreational facilities, lies to the north west and is approximately a 10 minute walk away. Wood Green High Road, 5 mins to the east, is a Metropolitan Centre.

Potential Development Capacity

- Residential: 84,500-87,000m²
- Town Centre Uses: 1,020-2,000m²
- Community uses: 325-500m²
- Publically accessible open space: Up to 32,700m²

Design Principles

Outline planning consent was granted in 2010 for a high density residential lead mixed use redevelopment of this site (HGY/2009/0500). Buildings will be of between 3 storeys (on Hornsey Park Road), 5/6 storeys backing on to the existing gardens and 8 to 11 storeys along the western edge and around a new Clarendon Square at the northern end of the site; this will have retail and live work units on the ground floor; otherwise it will be all residential.

Parking should mostly be in car parks beneath podiums to each block. Mary Neuner Way will become a broad tree lined avenue with bus stops. It extends the line of Clarendon Road South north into the traffic free square and across Coburg Road to the line of Clarendon Road North. The square becomes a node connecting this north south route with the east west route of Coburg Road west to the tunnel, drawn into the site and east via Brook Road, which aligns with development opportunities to create a gateway approach to the heart of Wood Green High Road as HH4 and WG4. There will be limited access from Hornsey Park Road associated with the mews houses.

Blocks are designed to have a tight urban grain with regularly spaced cores, and both green and brown roofs, but details and materials are to be determined. Private gardens for ground and first floor maisonettes, with private communal gardens for each block, will be located behind the buildings, with a public realm of the streets, a new square, a pocket park, and nature reserve on the line of the culverted Moselle (which is in a deep culvert).

Implementation considerations

- A s106 agreement has been reached as part of the outline planning permission.
- Decontamination of the Site and specifically the decommissioning of the two operational gas holders have a significant impact upon the viability of the scheme. This is currently subject to ongoing Sustainability Appraisal to be completed shortly.
- Planning permission includes the inclusion of a decentralised energy hub to provide heating and power to this development and connect to neighbours in a DE network.
- This site should contribute to the Council 's 50% Affordable Housing target
- This site has a potential future Quietway cycle route passing through it.
- Potentially contaminated land and noise pollution constraint

HH4: Clarendon Square Gateway

Address	Caxton Rd, Wood Green			
Size (Ha)	0.95			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	GLA SHLAA			

Draft Site Allocation

Potential residential & commercial redevelopment to improve the link between Wood Green Town Centre and emerging Haringey Heartlands via Brook Rd or Caxton Rd. to establish a pedestrian and cycling link to Clarendon Square and onwards to Hornsey. High quality residential-led redevelopment along the new link route.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area/ Wood Green Area of Change (Local Plan: Strategic Policies 2013)
- Wood Green Metropolitan Town Centre (Local Plan: Strategic Policies 2013)
- Local Employment Area (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 4 (Unitary Development Plan 2006) : Haringey Heartlands



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What is the site and surrounding area like?

This site consists of the land between Brook Rd, Coburg Rd, Silsoe Rd and Mayes Rd, not including the houses facing Mayes Road and Coburg Road, and the land on the south side of Brook Road between Mayes Road and the gasholders. Whether the land to the rear of the houses on Coburg Road is included is to be confirmed; this includes a single storey former non-conformist chapel and further parking along Brook Road. Between Brook Road and Coburg Road it currently comprises an industrial estates; Bittern Place, south of Brook Road it comprises the existing single storey Iceland store facing Mayes Road and its extensive car park to its rear.

The site forms part of the Haringey Heartlands Cultural Quarter along with Parma House (HH1) immediately north over Coburg Road, The Chocolate Factory (HH2) to the north west and Clarendon Square (HH3) to the west immediately over Silsoe Road and adjoining the Iceland car park. It is intended to form the key gateway to Haringey Heartlands from Wood Green Metropolitan Centre and connect particularly to the land immediately over Mayes Road to the east, beside Caxton Road and including the Wood Green Library (Site WG4), and the Mall (Site WG5).

The Iceland site on Mayes Road is currently underdeveloped compared to its surrounds, and potentially is on a desire line between Wood Green and Haringey Heartlands. Umoja House, a recent 4 storey retail & residential building with parking behind, adjacent to this site, through an archway. It forms the corner of Hornsey Park Road, whose 2 & 3 storey terraced houses have back gardens and backland mews backing on to Iceland car-park.

The Moselle river runs through the site in a culvert.

Potential Development Capacity

- Residential: 22,000m²
- Commercial: 4,000m²
- Retail: 4,000m²

Design Principles

The most important consideration for this site is to create a strong east west pedestrian route, with active frontage and a pedestrian and cycle friendly environment, along Brook Road, so that, along with sites HH3, WG4, and WG5 it can form a link between Heartlands and Wood Green. The intention is that this route fits in with but feels more important than neighbouring roads such as Mayes Road, Coburg Road and Hornsey Park Road. Car free development is supported in this site.

This suggests that whilst existing neighbouring buildings establish a datum and need to be accommodated, there could be a terrace along the south side of Brook Road of 5/6 storeys, whilst north of Brook Road, development could rise from this at the east end to 7/8 storeys at the west, where an enclosed rectangular block and an L-shaped block could be envisaged between Brook and Coburg Roads, allowing an additional north-south route.

However provision of public open space for recreation and children's play will be required, in addition to the usual private amenity space requirements for residential development.

Close coordination with proposals for HH1, HH3 and WG4 on public routes, building lines, heights of eaves, parapets, cornices etc. and materials would be encouraged. Protection of the amenity and privacy of existing residential properties would also be needed.

Implementation considerations

- £2m CIL estimate
- Up to £217,000 S106 contribution
- Decommissioning of the two operational gas holders on site HH3 will be required before this site can proceed.
- Deculverting the Moselle River should be included.
- Improving connections is crucial, and it may be that land swaps between development sites and existing sections of roads could help to optimize the local network.
- This site could potentially connect to the future decentralised energy hub proposed at Clarendon Square, or connect to wider decentralised energy networks encompassing Haringey Heartlands.
- This site should contribute to the Council 's 50% Affordable Housing target
- Potentially contaminated land

HH5: Clarendon Rd South

Address	Clarendon Rd South, Haringey Heartlands,			
Size (Ha)	1.48			
PTAL Rating	4			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	GLA SHLAA			

Draft Site Allocation

Long-term regeneration of land parcels in this area to create residential-led mixed use development.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 4 (Unitary Development Plan 2006) : Haringey Heartlands



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What is the site and surrounding area like?

This area contains a number of smaller sites in employment use, but also includes the West Indian Cultural Centre. The commercial uses on the site appear to be a mix of industrial, office, and warehousing. Clarendon Road South runs through the site north south and links the Haringey Heartlands Growth Area with Manor Park Rd, and Turnpike Lane Rd to the south.

To the north of the site is the Clarendon Square redevelopment site (HH3). The newly built spine road (Mary Neuner Way) extends Clarendon Road South through HH3; the outline approval for Clarendon Square makes this road a broad tree lined avenue with cycle lanes & bus stops, it then extends the building line north, through the pedestrian only Clarendon Square, on to Clarendon Road North in the heart of the Cultural Quarter.

Clarendon Road South continues to the southern edge of this site, where the recent residential block of Westpoint separates it from the busy east west arterial road of Turnpike Lane (the A504) whilst traffic is diverted to the east on to Hornsey Park Road just north of its traffic light controlled crossroads with Turnpike Lane and Wightman Road.

To the west lies the railway embankment, 2 storeys up, containing the newly built Coronation Sidings depot for Thameslink and the East Coast Main Line beyond; the embankment is densely wooded, a designated Ecological Corridor and to the south west of the site spreads out to greater width before the bridge over Turnpike Lane. To the east is Hornsey Park Road, which has a terrace of housing between the road and the site.

Potential Development Capacity

- Residential: 38,000m²
- Commercial: 29,000m²
- Cultural Centre uses: 4,000m²

Design Principles

This area has benefited from the recent addition of the Clarendon Square "spine road"; Mary Neuner Way. The avenue treatment proposed in the outline approval for Clarendon Square should be extended into this site. Precisely how the southern end should terminate should be considered, and whether any pedestrian or vehicular access to the west of Westpoint is possible.

Westpoint, the existing 7storey residential building to the south of the site, along with the outline approval for 8-9 storeys on the west side of Clarendon Square (HH3) to the north, establishes that high density development of a similar height should be encouraged, particularly towards the railway line. However this will have to be significantly reduced towards the residential back gardens of the houses on Hornsey Park Road in the north east quarter of the site.

Some provision for Public Open Space and Children's Playspace will be required, along with the usual private amenity space for ground and first floor maisonettes, balconies and communal private amenity space for upper floor flats.

Close coordination with proposals for HH3 and WG4 on building lines, heights of eaves, parapets, cornices etc. and materials would be recommended.

Implementation considerations

- £3.5m CIL estimate
- Fragmented land ownership mean that this area may well come forward at different rates, and so a co-ordinated approach to this development will be needed to be provided through planning policy.
- Up to £384,000 S106 contribution.
- This site could potentially connect to the future decentralised energy hub proposed at Clarendon Square, or connect to wider decentralised energy networks encompassing Haringey Heartlands.
- This site should contribute to the Council 's 50% Affordable Housing target
- This site has a potential future priority Quietway cycle route passing nearby.
- Potentially contaminated land
- This site currently suffers from noise pollution

HH6: NW of Clarendon Square

Address	NW of Clarendon Square , Haringey Heartlands,,			
Size (Ha)	0.3			
PTAL Rating	2			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	GLA SHLAA			

Draft Site Allocation

Mixed use development to complement the Clarendon Square site.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
- Local Employment Area (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 4 (Unitary Development Plan 2006) : Haringey Heartlands



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What is the site and surrounding area like?

This site is bounded by Western Road to the west, Coburg Road to the north, and the Clarendon Square site (HH3) to the east and south. The site contains a group of buildings in a mix of active industrial, religious and warehousing uses.

Across Coburg Road to the north and north-east is the Chocolate Factory site (HH2), currently in use as low density industrial buildings but expected to be redeveloped shortly.

Across Western Road to the west is the railway embankment about 2 storeys above the ground, which contains directly to the west and south west the newly built Coronation Sidings rail depot. The embankment is densely wooded and designated an Ecological Corridor, whilst the whole of the railway lands are subject to an Article 4 Direction.

Immediately north west of the site, the line of Coburg Road continues west as a footpath and cycle way that at first digs in to the embankment as a deep cutting, then tunnels under the main lines; known as the Penstock Footpath it connects Heartlands to Hornsey High Street, Alexandra Park and other districts to the west.

North of the Penstock Footpath, there is an area of unused embankment identified as a potential development opportunity site HH7.

Wood Green Common is located to the north of the cultural quarter and Alexandra Palace, which provides a range of leisure and informal recreational facilities, lies to the north west and is approximately a 10 minute walk away. Wood Green High Road, 5 mins to the east, is a Metropolitan Centre.

Potential Development Capacity

- Residential: 20,000m²

Design Principles

There are few local constraints on heights on this site. The configuration of the site should be optimized to compliment development the permitted (in outline) scheme for Clarendon Square(HH3). Particularly, good access to the improved public realm in Clarendon Square should be encouraged.

Immediately to the east of this site, the approved Clarendon Square development proposes a terrace of between 8 and 10 storeys addressing “Clarendon Square”, the public open space at its centre, with private, and private communal amenity space to its rear, immediately adjacent to this site. The Clarendon Square proposals include a gap in the upper floors of the block parallel to this site to permit views of Alexandra Palace from Clarendon Square; development to this site should also provide this the same. At its southern end, the Clarendon Square block has a lower 2 storey wing containing community uses extending back to Western Road, south of this site.

Coburg Road and the Penstock Footpath are an east-west pedestrian/cycle route running from Wood Green to Hornsey. Developments to this site should include an active frontage to Coburg Road which could contain retail uses.

Close coordination with proposals for HH2 and 3 on building lines, heights of eaves, parapets, cornices etc. and materials would be recommended.

Implementation considerations

- £1.7m CIL estimate
- Up to £182,000 S106 contribution
- Health & Safety zone designation (gas collectors)
- This site could potentially connect to the future decentralised energy hub proposed at Clarendon Square, or connect to wider decentralised energy networks encompassing Haringey Heartlands.
- This site should contribute to the Council 's 50% Affordable Housing target
- This site has a potential future priority Quietway cycle route passing nearby.
- Potentially contaminated land
- This site currently suffers from noise pollution

HH7: Land adjacent to Coronation Sidings

Address	Land Adjacent to Coronation Sidings, Haringey Heartlands, N22			
Size (Ha)	0.71			
PTAL Rating	2			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	GLA SHLAA			

Draft Site Allocation

High density residential-led mixed use development.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
- Local Employment Area (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 4 (Unitary Development Plan 2006) : Haringey Heartlands
- Ecological Corridor
- Article 4: Coronation Sidings



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What is the site and surrounding area like?

This site is currently a railway embankment to the Great Northern railway line. The site is bounded to the south by the Penstock Footpath pedestrian/cycling route, a continuation of Coburg Road that tunnels under the railway and connects Wood Green and points east to Hornsey High Street, Alexandra Park and districts to the west. To the west the site is bounded by Western Road, with the Chocolate Factory site (HH2) opposite.

To the north-east of this site is the Western Depot, which is a Council recycling facility. If this use can be reprovided, this site could be added to the rest of the site. Beyond that is the Quicksilver site, identified in the Housing Trajectory. To the north-west are the games courts of Heartlands High School, a new secondary school; these are at the same level as the site.

Immediately to the west of the site are the busy tracks of the East Coast Main Line railway, with open parkland and nature reserves of Hornsey Water Works and Alexandra Park beyond.

The main bulk of the site comprises level former sidings, overgrown scrub land at present, some 20 m above the surrounding ground, at the same level as the railway. The site includes the embankments to the north-east, east and south, which are densely overgrown, have a considerable gradient which will constrain development on the site and are designated an Ecological Corridor. At the bottom of the southern embankment, alongside the Penstock Footpath, is a small plot currently used as a yard for lorry parking. At the bottom of the eastern embankment the wide footpath beside Western Road contains several mature trees. Western Road bends slightly to afford a view from here of the local park of Wood Green Common.

Potential Development Capacity

- Residential: 39,000m²

Design Principles

Logically the main development on this site would be on the level rectangle of former railway embankment. There are few local constraints on heights on this site. However the prevailing datum of other Heartlands sites, of 8/9/occasionally 10 storeys, would represent 5/6 here due to the embankment. However, the steep embankment on to the railway will provide an interesting design challenge.

In addition, a small development would be possible on the current yard beside the Penstock Footpath and at its corner with Western Road; this should contain an active frontage of probably local retail and/or restaurants/cafes that could open out on to the pedestrian/cycle space, which widens out here up to the tunnel portal and could be turned into an attractive paved public space.

Development on the embankment would be somewhat separated from neighbouring buildings; its only close neighbour would be the Heartlands High School. However it would be visible from a distance from the west across the tracks, especially from Alexandra Palace.

Implementation considerations

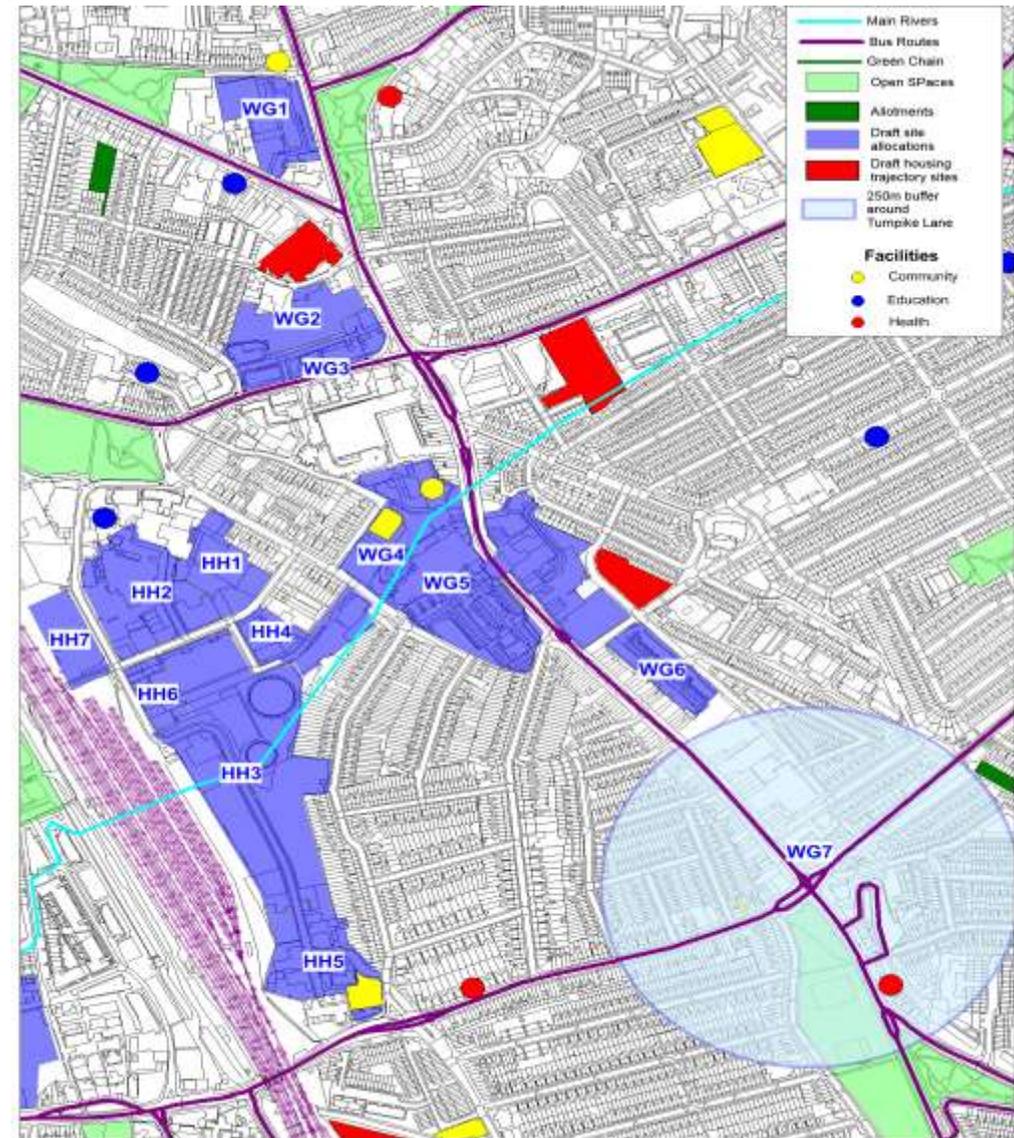
- £3.5m CIL estimate
- Up to £383,000 S106 contribution
- There is a significant gradient on the site
- Significant consideration will need to be given to the presence of the rail line on the site's western boundary. This is designated as an Ecological Corridor, so provision of habitats will need to form a part of the scheme.
- This site could potentially connect to the future decentralised energy hub proposed at Clarendon Square, or connect to wider decentralised energy networks encompassing Haringey Heartlands.
- This site should contribute to the Council's 50% Affordable Housing target
- This site has a potential future Quietway cycle route passing nearby.

Wood Green Area of Change

Wood Green is a busy Metropolitan Town Centre and is the largest shopping centre in the borough. The area is well served by public transport with Wood Green and Turnpike Lane tube stations and many buses to central and north London.

The London Plan designates Haringey Heartlands/Wood Green as an Area of Intensification which has the potential to deliver approximately 1,500 new jobs and 1,700 new homes as part of a mixed use redevelopment. As this area develops, there will also be an opportunity to expand the Wood Green Cultural Quarter, to increase capacity, variety and pedestrian linkages at Wood Green, Haringey Heartlands and the Cultural Quarter and to promote Wood Green Metropolitan Town Centre as a successful shopping and leisure destination for North London.

The town centre is predominantly linear stretching along the High Road from the junction with Turnpike Lane in the south to the junction with Bounds Green Road in the north. It includes The Mall, which straddles the High Road and provides a focus for the major multiple retailers located in the centre.



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Wood Green is allocated as an Area of Change in the Haringey Local Plan. It's aims are to:

- To improve linkages with Haringey Heartlands to the west of the town centre and enhance accessibility into and around the town centre for all members of the community;
- To encourage the retention and enhancement of the distinctive character areas within the town centre;
- To promote a sustainable future for Wood Green Metropolitan Town Centre;
- To improve the public realm throughout the town centre and to create a more pleasant pedestrian environment;
- To reduce congestion in the town centre by promoting car free development and the use of sustainable means of transportation;
- To conserve and restore high quality buildings within the town centre, and encourage appropriate development which respects the local environment and is of the highest standard of sustainable design;
- To develop the range and quality of the retail offered within the town centre;
- To improve the quantity, value and usage of town centre open spaces;
- To increase safety within the town centre, improving the confidence of visitors and users, and facilitating the development of a more positive overall perception of Wood Green as a destination;
- To encourage the development and management of appropriate leisure and night-time economy uses in the town centre and develop town centre infrastructure and amenities; and
- To increase the range and quantity of employment opportunities within the town centre.

The sites included in this document are:

WG1: LB Haringey Civic Centre

Subject to relocation of the existing functions, redevelopment for residential-led mixed use and/or community facilities.

WG2: Arriva Bus Garage

Long term opportunity to intensify this site. This would require re-provision of the existing bus function, either on site or off site. An enhanced active frontage should be provided.

WG3: Station Rd Area

Making better use of this key site by delivering mixed use residential development. This site has the potential to move the retail core of the Town Centre closer to Wood Green underground station.

WG4: Wood Green Library et al

Creation of a new urban square, with an improved pedestrian link to Haringey Heartlands. Redevelopment of the site to include residential-led mixed uses, with a significant town centre offer including prime retail, with active frontages on all the new square frontages. Food and drinks uses should be particularly encouraged. The existing community use will be re-provided within the centre.

WG5: The Mall

Improvements to the public realm around this site to improve the feel of Wood Green as a centre. Potential for long-term removal of the pedestrian bridge. Where enhancement of the overall town centre offer is possible it will be supported.

WG6: Bury Rd Car park

Long-term opportunity to sensitively redevelop the car park element of this site into residential use.

WG7: Turnpike Lane Station

Identification of an area into which a future Crossrail 2 station may go. This could long-term uplift in the area, and may require sites to be safeguarded for development of station facilities.

WG1: Civic Centre

Address	LBH Civic Centre, High Rd, Wood Green, N22 8HF			
Size (Ha)	1.18			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	UDP 2006 Site Specific Proposal			

Draft Site Allocation

Subject to relocation of the existing functions, redevelopment for residential-led mixed use and/or community facilities.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Wood Green Area of Change (Local Plan: Strategic Policies 2013)
- Wood Green Metropolitan Town Centre (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 30 (Unitary Development Plan 2006) - Mixed use dev¹
- Conservation Area



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What is the site and surrounding area like?

The main building and function on the site is the Council's current Civic Centre, and it is in active use. It is used for a number of civic functions including Council meetings and some office functions. The footprint of the buildings is relatively small compared to the site as a whole. There is a large car park to the rear, further parking in front and extensive landscaping, some of good quality. A section of the site is currently in active use as traveller site. The main building is the equivalent of 4 storeys in height, with a 2 storey wing to the rear.

The whole site is within the Trinity Gardens Conservation Area. There are a number of statutory and local heritage assets (buildings and parks) surrounding the site.

The site is located on Wood Green High Rd, north of the town centre. St. Michael's Church lies to the south, and the old Wood Green Police Station lies to the north across Trinity Rd, which forms the northern boundary of the site. This site includes no. 247 High Road, a Victorian commercial building facing the High Road between the church and Civic Centre; formerly council offices it is now in private ownership and subject to ongoing negotiations.

Directly opposite the site is Crescent Gardens, an attractive landscaped park, with the Kings Arms former pub & music hall diagonally opposite on the corner of White Hart Lane.

To the rear of the Civic Centre, in the south west corner of the site, in addition to landscaping associated with the Civic Centre, is an Irish Travellers site which meets a key accommodation need for Travellers in the borough, and will be retained should the Civic Centre be redeveloped. Adjoining the site to the west is Nightingale Primary School beyond which is the local park of Trinity Gardens.

Potential Development Capacity

- Residential: 16,000m²
- Community facilities as necessary

Design Principles

As the site is in a Conservation Area existing buildings and the character and appearance of the Conservation Area will need to be respected. Should the Civic Centre be demolished, justification would be required. Retention and extension of parts or all of the existing building could be possible in a redevelopment.

The residential terraces opposite, along Trinity Road, should be respected, and building heights reduced at this interface to 2 to 3 storeys. Otherwise 4 storeys generally, with occasional points at 5 storeys, would be appropriate for the Conservation Area setting. The character of the listed St. Michael's Church should also be considered in any future development.

A fine grain residential development of terraced townhouses or maisonettes with flats above and regularly spaced cores would fit into the local context. There is good quality public open space directly across the road and a short distance to the west, but private amenity space should be considered in the form of balconies and private gardens.

Car free development is supported in this site.

Brick, stone and stucco walls, timber windows and slate or clay tiled pitched roofs would be complementary to the Conservation Area. Modern materials and a more contemporary architecture could also be acceptable, but only with the highest standard of design.

Implementation considerations

- £1.5m CIL estimate
- The existing use will need to be relocated before development can begin. Up to £159,000 S106 contribution
- This site could potentially act as a hub for a future decentralised energy network in Wood Green.
- This site should contribute to the Council's 50% Affordable Housing target.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

WG2: Arriva Bus Garage

Address	Arriva Bus Garage, Wood Green High Rd			
Size (Ha)	0.84			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	GLA SHLAA			

Draft Site Allocation

Long term opportunity to intensify this site. Development would require re-provision of the existing bus function, either on site or off site. An enhanced active frontage should be provided on the High Rd. The future use of River Park Rd should be considered in conjunction with Site WG3.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Wood Green Area of Change (Local Plan: Strategic Policies 2013)



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What is the site and surrounding area like?

This site is in active use as a bus garage and ancillary accommodation, generally equivalent to 2 to 3 storeys in height. The site is owned and operated by Arriva, and by serving as a route end for many bus services contributes to Wood Green's role as a Metropolitan Town Centre.

To the south of the site is a car park along River Park Rd, which doesn't have public access to Wood Green High Rd. On the opposite side of this road are offices and an empty site, which form the majority of site WG3.

To the west along River Park Road is 40 Cumberland Road, another office block which forms part of WG3. This site then adjoins the back gardens of 2 storey terraced houses on Ringslade Road.

Watson's Road forms the northern boundary of the site. To the north opposite is Green Ridings house, which is a telephone exchange and 5-storey office block. On the corner of Watsons Road and the High Road is Ashley House containing offices and a pub on the High Rd frontage.

Opposite the site's short High Road frontage is a stretch of Wood Green's secondary retail frontage, with residential above to 3 storeys; however one building, the London Underground sub station, stands considerably higher; equivalent to 6-8 storeys in height.

Potential Development Capacity

- Residential: 36,000m²
- Retail: 6,000m²
- Transport Infrastructure (replacement bus garage): 13,000m²

Design Principles

A key consideration on this site, and WG3 will be the use of River Park Road, and the car park between the sites. This could be retained, used as a mews to the two sites, or built upon, with access from Cumberland / Watsons Roads from the rear.

Significant density may be possible here, with the current neighbouring sites being up to 10 storeys in height. This will be subject to the considerations of the Urban Characterisation Study. Normally development would be required to drop down considerably at the back of the existing housing to the west, but the existing 2 to 3 storey buildings on the site establish a higher existing datum. However no greater perceptible loss of daylight, sunlight or privacy should be experienced by these houses.

There is no open space on the site at present, but Wood Green Common, Trinity Gardens and Crescent Gardens are all close by. The provision of private amenity space will be a key design consideration in the new development.

This site should provide an active frontage to Wood Green High Rd, and may offer an opportunity to contribute to drawing the retail centre of Wood Green north from Wood Green Station.

Car free development is supported in this site.

There are few current design or building materials constraints, but it would be desirable for it to coordinate with and compliment neighbouring developments on WG3.

Implementation considerations

- £3.3m CIL estimate
- Up to £360,000 S106 contribution
- This site is in an identified area of noise pollution, and the design should seek to manage the effects of this on users of the site.
- This site could potentially act as a hub for a future decentralised energy network in Wood Green.
- This site should contribute to the Council's 50% Affordable Housing target

WG3: Station Rd/ River Park Rd

Address	LBH Council Offices at River Park House, Alexandra House, 20-22 Station Rd, High Road, Wood Green, N22			
Size (Ha)	1.20			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	GLA SHLAA			

Draft Site Allocation

Making better use of this key site by delivering mixed use residential-led development. This site has the potential to help move the retail core of the Town Centre closer to Wood Green underground station.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 4 (Unitary Development Plan 2006) : Haringey Heartlands
- Area of Archaeological Importance



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What is the site and surrounding area like?

This site contains the properties of River Park House, Alexandra House, the car park site & taxicab office, 38-46 Station Road, 5 River Park Road, 48 Station Rd, Greenside House (50 Station Road—TBC), 40 Cumberland Road and 13-27 Station Rd. These sites are all in Council ownership, and will be reviewed to identify what capacity is required to provide Council administrative functions.

Most of the properties front Station Road, and most have rear access to River Park Road. They are all currently in active office use. On the corner of Wood Green High Road, River Park House is entered from the High Road, where there is also a gated archway through to River Park Road, although pedestrians can pass through.

River Park House is in the defined Wood Green Metropolitan Centre, and is allocated as a shopping frontage, but currently represents a gap in the active frontage.

Station Road is the key route between Wood Green and Alexandra Palace station. It is a relatively busy road route. All except 38-46 Station Road and the car park step back to create a wider pavement; possibly evidence of intentions to widen Station Road, as all also contain a raised 2nd floor walkway (not open to the public).

Cumberland Road at the western end of the site leads into a very different area of 2 storey terraced houses.

Potential Development Capacity

- Residential: 26,000m²
- Town centre uses: 9,000m²
- Cultural Centre uses may be located on this site
- Community uses may be located on this site
- Hotel use may be located on this site

Design Principles

A key consideration on this site, and WG3 will be the use of River Park Road, and the car park between the sites. This could be retained and used as a mews to the two sites, or built upon, with access from Cumberland/Ringslade Roads from the rear.

Significant density may be possible here, with the current and neighbouring sites being up to 10 storeys in height. This will be subject to the considerations of the Urban Characterisation Study. Car free development is supported in this site.

There is no open space on the site at present, but Wood Green Common, Trinity Gardens and Crescent Gardens are all close by. The provision of a small additional pocket park of children's playground and the usual private amenity space will be a key design consideration in the new development. Residential development would also have to take care not to create north facing single aspect flats

This site should provide an active frontage to Wood Green High Rd, and may offer an opportunity to contribute to drawing the retail centre of Wood Green north towards beyond Wood Green Station or westwards along Station Road. Otherwise, active frontage to Station Road could be from commercial use; ground floor residential would not be considered appropriate until the junction of Cumberland Road.

There are few current design or building materials constraints, but it would be desirable for it to coordinate with and compliment neighbouring developments on WG2.

Implementation considerations

- £2.3m CIL estimate
- Up to £255,000 S106 contribution
- This site is in an identified area of noise pollution, and the design should seek to manage the effects of this on users of the site.
- This site could potentially act as a hub for a future decentralised energy network in Wood Green.
- This site should contribute to the Council's 50% Affordable Housing target
- This site currently suffers from noise pollution

WG4: Wood Green Library

Address	Wood Green Library and surrounding buildings, High Road, Wood Green, N22			
Size (Ha)	1.33			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source				

Draft Site Allocation

Creation of a new urban square, with an improved pedestrian link to Haringey Heartlands. Redevelopment of the site to include residential-led mixed uses, with a significant town centre offer including prime retail, with active frontages on all the new square frontages. Food and drinks uses should be particularly encouraged. The existing community use will be reprovided within the centre.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
- Wood Green Area of Change (Local Plan: Strategic Policies 2013)
- Wood Green Metropolitan Town Centre (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 4 (Unitary Development Plan 2006) : Haringey Heartlands
- Secondary Town Centre Frontage (Unitary Development Plan 2006)
- Blue Ribbon Network



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What is the site and surrounding area like?

This site currently consists of the very well used Wood Green Library, the retail arcade behind it (including the Post Office and Cooperative Bank), the Turkish Radio building on Wood Green High Road, the Asian Cultural Centre and mosque on Caxton Road and the derelict site at the corner of Caxton Road and Mayes Road. Vehicular ramps to the car park above The Mall and the service yard for units on the northern side of the Mall should be included in the site provided their need is accommodated.

The existing library building is externally in very poor condition, and while considered to be structurally sound, presents a poor face to a busy stretch of the town centre. The small public space in front of the library contains an attractive mature tree but is in need of improvement. The public footpath west from here has an unwelcoming appearance and no active uses facing it. However there is a lot of unused paved dead-end public space south of the Turkish Radio building.

The public footpath comes out at the corner of Parkland Road and Caxton Road. On the east side of Parkland Road are various service yards and car parks for the Post Office, Library and Morrison's supermarket, with 2 storey residential opposite. On the south side of Caxton Road, comprising the site, is an entrance to a delivery yard for The Mall, an Asian Cultural Centre and Mosque, entrance & ramp to the car park over The Mall and a vacant site on the corner of Mayes Road, with 2 to 3 storey residential opposite.

West of Mayes Road is a mixture of 3/4 storey residential and retail and the start of Haringey Heartlands, including site HH4.

The Moselle river runs through the site in a culvert.

Potential Development Capacity

- Residential: 23,000m²
- Retail: 6,000m²
- Community uses: 12,000m²
- Publically accessible open space: 2,000m²

Design Principles

The surrounding area is of a high density. Heights of up to 8 storeys could be reasonable here. However accommodating the many existing uses, particularly servicing requirements and access to the car parks to The Mall will be the most significant constraint and design challenge.

The opportunity to create an urban space in Wood Green exists at this location. This could provide a legible space for people to relax in while visiting the centre. It would also offer an opportunity to provide café and restaurant frontages surrounding the square. Car free development is supported in this site.

This site is crucial in establishing a link between Wood Green and the emerging Haringey Heartlands site of intensification. Better pedestrian and cycling links to Haringey Heartlands will be provided through this site. The public space envisaged should aim to offer a simple, clear and straightforward link from Wood Green to the Heartlands area.

Close coordination with proposals for HH3 on public routes, building lines, heights of eaves, parapets, cornices etc. and materials would be encouraged.

Implementation considerations

- £2.1m CIL estimate
- Up to £229,000 S106 contribution
- This site may need to accommodate some Council functions, both administrative and community service-oriented.
- The library use needs to be retained or relocated within the Town Centre.
- The Mall's car park ramp lies in the path of a potential route between Wood Green and Haringey Heartlands, and could be considered a constraint to this project.
- Deculverting the Moselle River should be included.
- Improving connections is crucial, and it may be that land swaps between development sites and existing sections of roads could help to optimize the local network.
- This site could potentially connect to the future decentralised energy hub proposed at Clarendon Square and connect this to wider DE networks encompassing the town centre.
- This site should contribute to the Council's 50% Affordable Housing target

WG5: The Mall

Address	The Mall, Wood Green High Rd, N22			
Size (Ha)	3.60			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	GLA SHLAA			

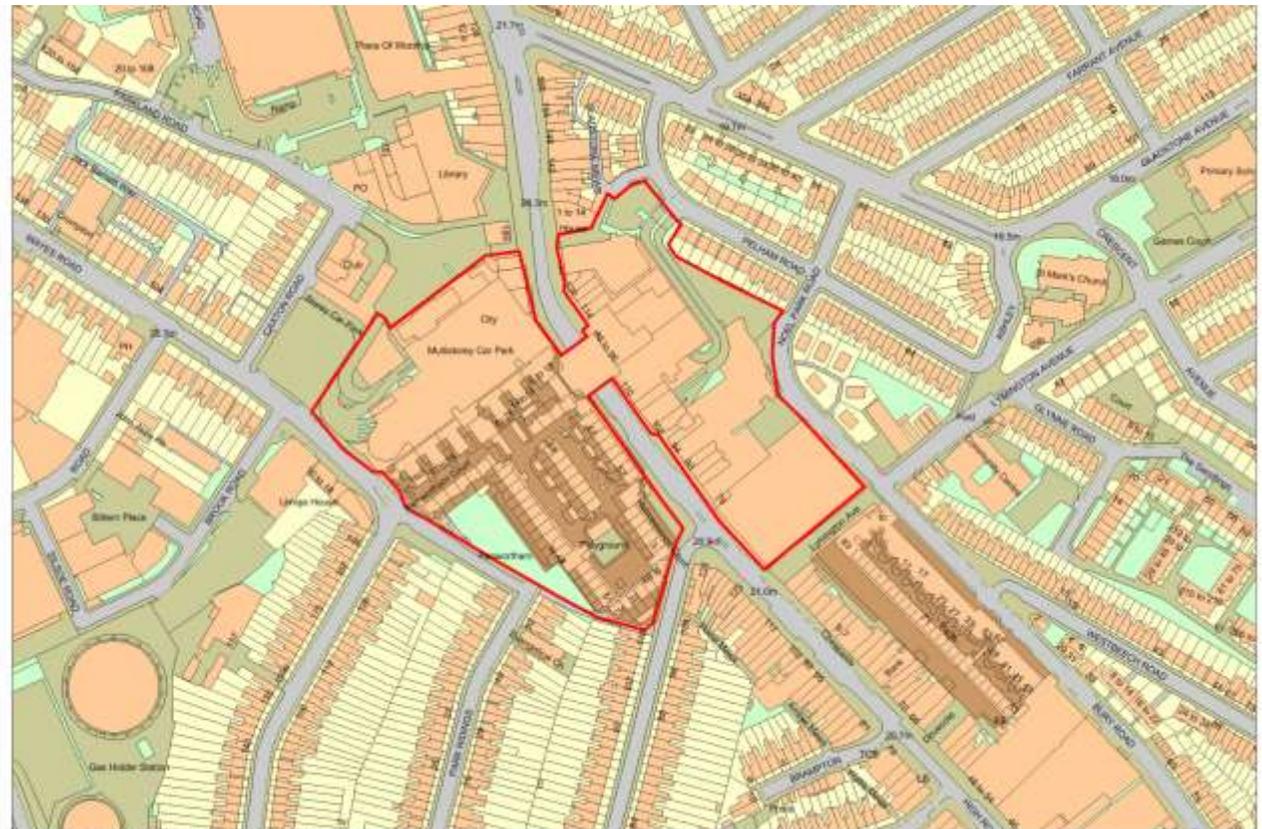
Draft Site Allocation

Improvements to the public realm around this site to improve the feel of Wood Green as a centre. Potential for long-term removal of the pedestrian bridge.

Where enhancement of the overall town centre offer is possible it will be supported.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
- Wood Green Area of Change (Local Plan: Strategic Policies 2013)
- Wood Green Metropolitan Town Centre (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 4 (Unitary Development Plan 2006): Haringey Heartlands
- Primary and Secondary Town Centre Frontages (Unitary Development Plan 2006)
- Blue Ribbon Network



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What is the site and surrounding area like?

The site is currently known as The Mall (formerly known as Shopping City), and represents the focal point of Wood Green Town Centre. It's urban form dominates the local landscape, and can be imposing when walking through the area. Footfall around this part of the High Road is high, but circulation can be constricted due to a lack of accessible public realm.

The site is in town centre use, offering a number of retail outlets, as well as food and drink, and a cinema. Above the retail uses are car parking, office and residential uses.

The built form can be described as a “mega-structure”, housing a number of different uses, in the same structure, united by a concrete frame. Within that, the individual uses are expressed in the architectural form united by use of red brick; retail frontage of extensively glazed shopfronts, service yards, multi-storey car parks and residential elements.

One dominant feature is the bridge, where the 1st floor of the shopping mall bridges across Wood Green High Road; part of the enclosed two-level shopping mall with three entrances off the High Road (one on the east, two on the west side), as well as connection to the indoor Wood Green market, that occupies the ground floor of the north-west corner of the site, with its own entrance off Mayes Road.

The Mall contains four anchor stores; all on the west side of the High Road, two at the northern end, two southern. There are two large open air service yards to their north-west & south-west. There are two car park entrance ramps; one beside the northern service yard off Caxton Road, the other east of the High Road, accessed off Pelham Road. Both the service yards and car park ramps are of ugly appearance and blight their environment.

Potential Development Capacity

No significant development is planned on this site.

Design Principles

Projects to improve the public realm around this site are currently being carried out as part of an overall project to improve Wood Green. The journey along the High Rd from Wood Green Station to Turnpike Lane Station is noticeably constrained around this area, and methods that alleviate this will be supported.

The existing building heights will remain, but opportunities to make the site less dominating to its surrounds will be considered through improving the public realm around this site on Wood Green High Road. This should focus on creating more open space for circulation in order to make the “middle” section of Wood Green High Rd a more pleasant place to visit, and thus secure footfall in the area and ultimately Wood Green's future as a Metropolitan town Centre.

Removal of the existing bridge where the 1st floor of The Mall crosses the High Road could be considered in the longer term. Alternative treatment of this bridge to improve its external appearance and transparency would be encouraged in the short, medium or long term.

The opportunity for this site to contribute to linking Wood Green with Haringey Heartlands should be considered. At present there is a tortuous link through the Mall, but the Council would welcome this being improved and consider this should be complemented with an open-air route through sites WG4 and HH4. Shop unit servicing and access to multi-storey car parks would have to be accommodated or otherwise provided, but the Council is open to suggestions as to how to achieve this.

Other measures to improve the setting of The Mall in the hinterland of residential streets to its north-east and south-west would be encouraged.

Implementation considerations

- The site is in single ownership, and agreement regarding the objectives of improving this site will need to be gained between the owner and the Council.
- If any additional residential units are provided, this should contribute to the Council's 50% Affordable Housing target.
- This site abuts a potential Quietway cycle route

WG6: Bury Rd Car Park

Address	Bury Rd Car Park, Bury Road, Wood Green, N22			
Size (Ha)	0.70			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source				

Draft Site Allocation

Improvements to the public realm around this site to improve the feel of Wood Green as a centre. Potential for this site to be used to accommodate a range of uses to facilitate changes to the Wood Green Centre.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Wood Green Area of Change (Local Plan: Strategic Policies 2013)
- Wood Green Metropolitan Town Centre (Local Plan: Strategic Policies 2013)
- Secondary Town Centre Frontage (Unitary Development Plan 2006)



What is the site and surrounding area like?

This site is located on Bury Road, just north-east of Wood Green High Road and is within the Metropolitan Town Centre.

The site extends to its corner with Lymington Avenue and to a path (open to the public) along the back of buildings that face the High Road. It does not have a High Rd frontage, but does have some retail frontage on Lymington Avenue. Retail units on the High Road (outside of this site) have service access and flats above the shops have their front doors off this path. A short stub street; Dovecote Avenue, connects the High Road with this path

On the Bury Rd frontage the use is a multi-storey car park, with residential use above. Both uses are approximately 3 storeys high, combining for a total of 6 storeys. The urban form is very similar to The Mall (WG5) which is next door. Most of the ground floor of the building contains a covered service yard/loading bay used by smaller retail units and market stalls on the High Road and the start s of streets off it; this is accessed by vehicles off Bury Road and retailers (using hand carts and trolleys) off Dovecote Avenue and the path; this activity leads to a great build up of refuse. A basement snooker club, public toilets and pedestrian access to the car park in this building are accessed from Dovecote Avenue.

The east side of Bury Rd is mix of 2 storey semi detached and terraced houses and maisonettes, a detached part of the original Noel Park Estate. This was built by the Artizans, Labourers and General Dwellings Company (ALGDC) in the late 19th century and originally extended to Wood Green High Road. The shop units either side of Dovecote Avenue also contain ALGDCo logos found on buildings throughout the estate and this street formerly ran through to Bury Road across this site. However the Noel Park Conservation Area stops north-east of the line of the former Palace Gates Railway north-east of Bury Road and this site.

Potential Development Capacity

- Principal development concerns improvement to the public realm
- Possible expansion of Wood Green retail uses into the ground floor of this site.

Design Principles

The existing structure is currently 6 storeys in height and this will not change. There is potential for this site to accommodate any changes to improve the functionality of Wood Green. It is considered that it is the car parking element of this building that may be considered for transition, with the residences left as they are at present. The future of the servicing functions is open to suggestion; this may include better security and enclosure as part of the rest of the development.

The frontage on Bury Road could be improved so that it is more sympathetic to the residential properties that face it. Public realm improvements are currently being undertaken by the Council on Lymington Avenue.

Implementation considerations

- No CIL estimate due to the existing floorspace deductions present on the site.
- Converting car parking into residential use may be relatively difficult to achieve.
- This site abuts a potential Quietway cycle route

WG7: Turnpike Lane Station

Address	250m ² radius of Turnpike Lane tube station, Green Lanes, Wood Green, N22 6BX			
Size (Ha)	19.6			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Crossrail 2 Preferred Alignment			

Draft Site Allocation

Identification of an area into which a future Crossrail 2 station may go. This could long-term uplift in the area, and may require sites to be safeguarded for development of station facilities.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Wood Green Area of Change (Local Plan: Strategic Policies 2013)
- Wood Green Metropolitan Town Centre (Local Plan: Strategic Policies 2013)
- Primary and Secondary Town Centre Frontages (Unitary Development Plan 2006)
- Strategic Local Open Land (Unitary Development Plan 2006)
- Local Shopping Centre (Unitary Development Plan 2006)
- Historic Park (Unitary Development Plan 2006)



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What is the site and surrounding area like?

Turnpike Lane is currently a Piccadilly Line underground station and bus station with good bus links to complementary east west routes. The tube and bus station buildings were designed by Charles Holden and are Grade II Listed.

The station is at the southern end of the Wood Green Metropolitan Town Centre, where Wood Green High Road transitions into Green Lanes (both are the A105). Turnpike Lane itself (A504) runs west from this crossroads, linking Hornsey with Tottenham, whilst Westbury Avenue (A1080) runs north-east linking Lordship Lane and the A10 Great Cambridge Road. A short distance to the south, West Green Road (A504) runs east to Tottenham at the Seven Sisters junction. It therefore forms a very busy traffic junction and public transport interchange.

There is ground floor retail on the north sides of Turnpike Lane as it moves away from the High Road/Green Lanes and both sides from the end of Duckett's Common; Turnpike Lane is designated a Local Shopping Centre. Retail also occupies the ground floor of Westbury Avenue for a short distance, but as it rises to the bridge over the former Palace Gates Railway (now a cycle route, allotments and newer housing estates) it turns residential. The station itself occupies the south-eastern quarter of the junction, while Duckett's Common is on the south-west corner.

There are a mix of uses in the rest of this zone, with the prevalence of residential generally increasing with distance from the station, and High Road/Green Lanes.

Potential Development Capacity unknown at this time.

Design Principles

It is anticipated that high density transport-oriented development will replace sites required for the construction of any future Crossrail 2 station. This development will not take place until certainty around the final location of the stations exists. Bearing this uncertainty in mind, it is therefore difficult to assess the heights of future development on these sites.

Any future development should make use of the open space at Duckett's Common. Public realm improvements on the High Rd should be provided, including ensuring the underground station and the future Crossrail 2 station, and the shopping areas are well connected, and have a high quality public realm.

Redevelopment of the existing station buildings would not be acceptable.

Implementation considerations

- When specific sites become known, they will be safeguarded from future development.
- These sites may need to be acquired prior to development. This could include compulsory purchase. It is likely this will be supported by legislation supporting Crossrail 2.
- Any sites coming forward should be connected to any future decentralised energy network in Wood Green.

North Tottenham/ Northumberland Park

Northumberland Park, or North Tottenham contains a mix of residential, industrial, and leisure uses. The area ranks as one of the most deprived areas in London against a number of socioeconomic indicators, and it is a key Council aim to improve life chances for the residents of this area.

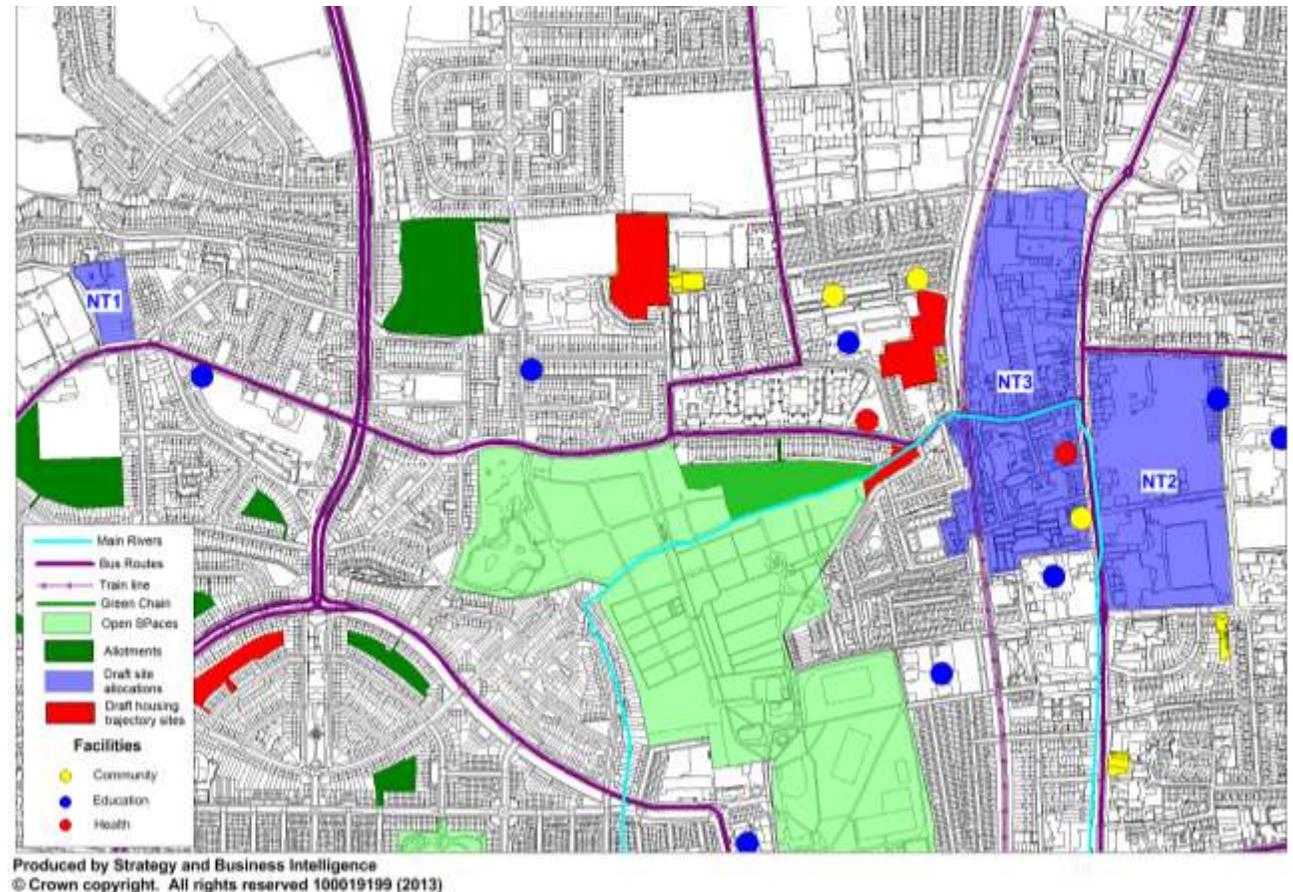
There is a very high proportion of social housing, particularly social rented accommodation in the area. Rebalancing this tenure mix is a key challenge over the coming years in order to establish more balanced communities creating an area in which existing residents have access to high quality housing, and infrastructure facilities, and people aspire to live.

The area contains significant amounts of Strategic Industrial Land which are an important part of London's reservoir of employment land. The Council wants to ensure that high quality employment space is available for business growth and has aspirations to encourage a greater mix of employment generating uses in north Tottenham. As well as encouraging higher value business sectors this could also include investment from the education sectors or knowledge institutions.

The area also contains part of the Lee Valley Regional Park, which is part of London's largest open space. Access to the Lee Valley is currently poor but there are opportunities to improve this, which will benefit local residents and visitors.

There are strong north-south public transport routes present in the area, but generally weak east-west ones. Tottenham High Rd has numerous bus routes, and there are two rail lines passing through the area, with train frequency at Northumberland Park expected to double in the future.

The area will benefit from the proposed major development and expansion of Tottenham Hotspur Football Club. The first phase (which includes a new superstore, University Technical College and office space) is nearing completion. Further proposals include a new stadium, hotel, leisure space and new homes, as well as associated improvements to local transport and the public realm. This redevelopment is also delivering employment and training opportunities to local residents.



Northumberland Park ward is identified as an Area of Change in the Council's Local Plan: Strategic Policies DPD. The Council's aspirations for this area are set out as:

- Provision of a mix of land uses including the redevelopment of the football stadium;
- Provision of appropriate residential use, including new build and renewal;
- Provision of appropriate retail and leisure uses;
- Appropriate contributions to open space, community facilities, regeneration initiatives and employment and training schemes;
- High quality, sustainable design that respects its surroundings and preserves and enhances the area's historic environment;
- Improving community safety, including reducing opportunities for crime and anti-social behaviour.

Employment Land in North Tottenham

Strong, and rising public transport accessibility in close proximity to Northumberland Park and White Hart Lane rail stations could provide a spur to intensify uses in these areas. Particularly industrial land in high accessibility locations may be suitable for urban renewal. The ongoing requirement for these land parcels to be designated for employment use will be explored through an Employment Land Review.

Sites included in this document are:

NT1: 500 White Hart Lane

Subject to the findings of an Employment Land Review, opportunity to provide more intensive uses and improve connectivity between White Hart Lane and Mayfield Gardens.

NT2: Tottenham Hotspur Football Stadium

Redevelopment of existing football stadium to increase capacity, including ancillary uses such as hotel, and improved public realm across the site. Retail, education and community uses to the north of the site. Residential and community/ leisure facilities to the south.

NT3: Area West of High Rd

A residential led mixed use development which creates a new, vibrant, attractive and sustainable neighbourhood. The site should build on the international sports identity established by Tottenham Hotspurs Football Club and draw leisure uses across the High Road to create a new leisure quarter set around a new high quality public space.

NT4: North Tottenham Estate Renewal

Opportunities for upgrading and renewing residential uses on the Love Lane and Northumberland Park are being explored as part of the Council's estate renewal strategy.

NT5: Designated Employment land in North Tottenham

A review of the current employment allocations in this area will be carried out in the context of future regeneration in North Tottenham.

NT1: 500 White Hart Lane

Address	500 White Hart Lane, Tottenham, N17 8HJ			
Size (Ha)	1.00			
PTAL Rating	1			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source				

Existing Policy Designations

- Locally Significant Industrial Land (Local Plan: Strategic Policies 2013)

Draft Site Allocation

Subject to the findings of the Employment Land Review, opportunity to provide more intensive uses and improve connectivity between White Hart Lane and Mayfield Gardens.



What is the site and surrounding area like?

The north two-thirds of the site is an active builders yard, whilst the southern third is derelict cleared land. There is a narrow public footpath between high fences running up the eastern boundary of the site, linking White Hart Lane and Devonshire Hill Lane.

This site represents the eastern edge of the White Hart Lane Locally Significant Industrial Site. The site is located on the north side of White Hart Lane, which is served by the W3 bus.

To the south of the site across White Hart Lane is the Haringey Football Club site, and the entrance to Fenton Rd, which is a semi-detached residential street. There is flatted, terraced and semi-detached residential development to the east and north of the site, mostly of no more than 2 storeys. Much of the surrounding housing, especially to the east, is of the “homes-for-heroes” style inter-war neo-vernacular council housing, although to the north the housing is of the private speculative inter-war type.

There is industrial uses to the west of the site in the form of a large, modern, steel sheet clad, portal framed, warehouse, equivalent to 3-4 storeys in height. However whilst site NT1 slopes up steeply, the neighbouring warehouse site has been levelled, so that there is a significant embankment between this site (and the housing to the north) and the neighbouring industry; vegetation has grown to some density here now.

Potential Development Capacity

- Residential: 14,000m²
- Town Centre uses: 2,000m²
- Publically accessible open space

Design Principles

As part of a Locally Significant Industrial Site, non employment uses (including retail and residential uses) would only be contemplated if the tests described in the Local Plan Strategic Policies are passed.

Development up to 4 storeys may be possible on this site; higher generally closer to the industrial uses to the west and main road frontage, with lower heights on the parts of the site which interface with residential uses.

There are extensive sports grounds short distances north, south and west of the site as well as small green spaces amongst neighbouring residential streets but the quality of green space in the area is generally poor. Apart from the requirement to provide doorstep children's playspace, developers contributions may be better used improving neighbouring space. Private amenity space, preferably in the form of private gardens, should nevertheless be provided in accordance with London Plan and Haringey standards.

An opportunity exists to improve links through the site from White Hart Lane by its junction with Fenton Road through to Devonshire Hill Lane. This should primarily be a cycling and pedestrian route to protect local amenity for future residents.

A simple, brick based material palette would probably best integrate development into the neighbouring residential streets.

Implementation considerations

- £117,000 CIL estimate
- Up to £140,000 S106 contribution
- This site is in active employment use, and a change to residential uses may require additional evidence to ensure this change will not have any adverse effect on the borough's industrial land supply.
- This site could potentially support a communal heating system or combined heat and power facility.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- Potentially contaminated land

NT2:Tottenham Hotspur Stadium

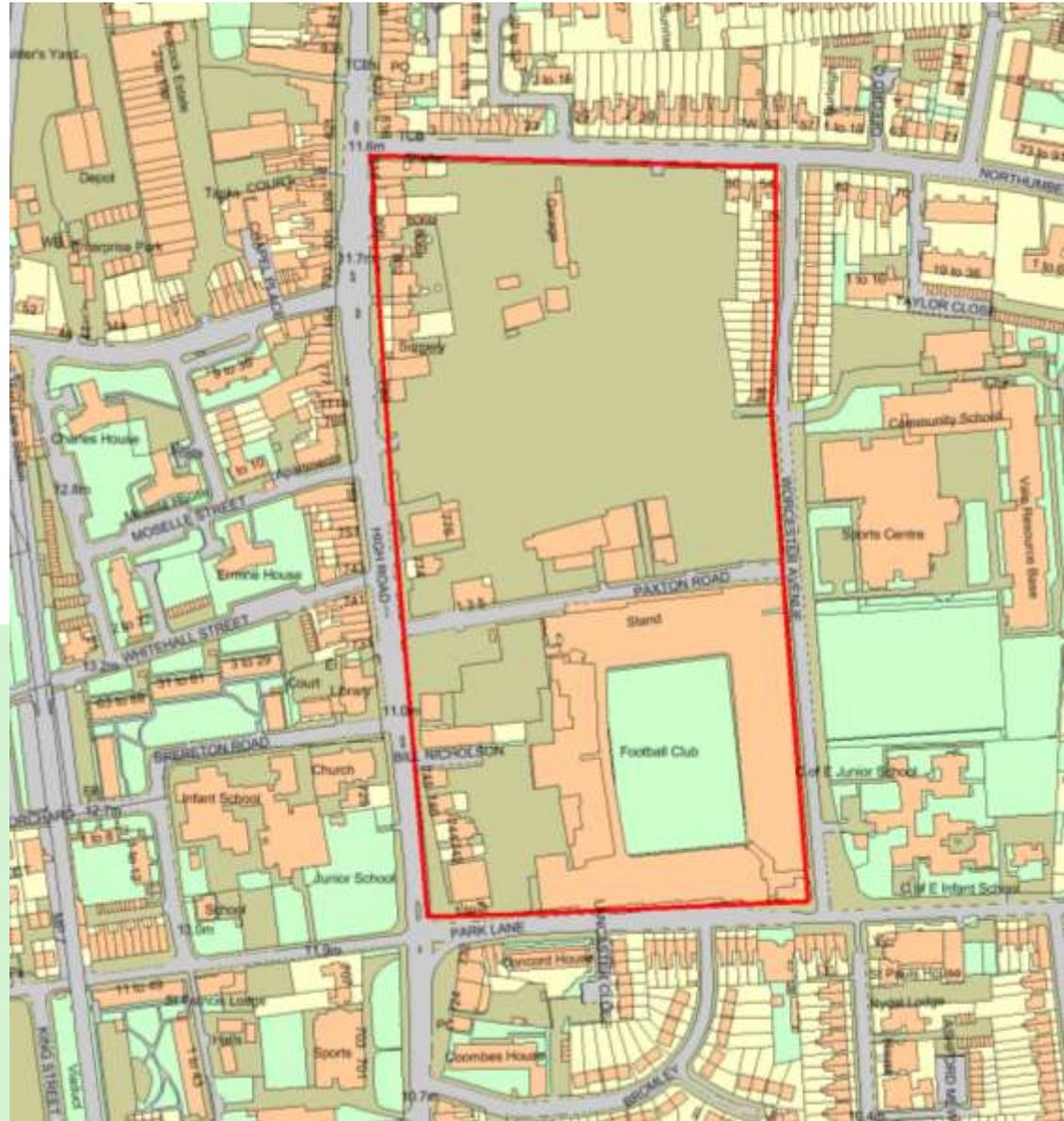
Address	White Hart Lane Stadium, Bill Nicholson Way, Tottenham, N17			
Size (Ha)	9.99			
PTAL Rating	3-4			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	UDP 2006 Site Specific Proposal			

Draft Site Allocation

Redevelopment of existing football stadium to increase capacity, including ancillary uses such as hotel, and improved public realm across the site. Retail, education and community uses to the north of the site. Residential and community/ leisure facilities to the south.

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Local Employment Area (Local Plan: Strategic Policies 2013)
- Northumberland Park Area of Change (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 13 (Unitary Development Plan 2006) - Football stadium, retail and employment.
- Local Shopping Centre (Unitary Development Plan 2006)
- Blue Ribbon Network
- Area of Archaeological Importance



What is the site and surrounding area like?

The site is presently occupied by Tottenham Hotspur Football Club as a football stadium. There are a number of ancillary buildings on the site, some of which are also used for match day purposes. The football club have produced a masterplan for the whole of this site and detailed designs for some buildings, all of which have been granted planning approval. This will redevelop the football stadium, as well as create a new supermarket, employment, cultural, education and residential uses.

The site is on Tottenham High Rd, and the frontage is in a Conservation Area; some of the buildings are listed and of a high quality, while some could be improved. The culverted river Moselle runs beneath the High Rd.

To the west of the High Rd is Site NT4, which will improve links from this site to the west. To the east of the site is the Vale/Northumberland Park Schools, the Northumberland Park Sports Centre and the St. Paul's All Hallows C of E school. There are a mix of commercial and community buildings to the south.

Extant Planning Permission exists for development in three phases:

1. Supermarket retail, residential and education/community facilities to the north of the site,
2. Replacement football stadium in the centre of the site,
3. Residential led development with community/leisure enhancement in the south of the site.

Development of phase 1 is currently underway.

Potential Development Capacity (from planning permission)

- Residential: 200 new units
- Hotel: 15,000m²
- Town Centre uses: 36,500m²
- Sports uses: 85,000m²
- Publically accessible open space

Design Principles

In the approved application, the new stadium will be an oval sitting in the centre of the site, with raised podiums to its north and south and street level plazas east and west. North of the stadium the 2-4 storey supermarket etc building is under construction. West of both the supermarket (in the north-west corner of the site) and residential (south-west corner of the site), a number of existing 3 and 4 storey buildings are retained; most are statutory of locally listed historic Georgian or Victorian buildings including a particularly striking Georgian terrace and two Grade II* listed early Georgian/Queen Anne villas, which are some of the most important heritage assets in the Borough.

The housing to the south of the site and stadium itself will rise to an equivalent of 8 storeys, in accordance with the approved masterplan and in the case of the stadium detailed planning permission. The edges of the housing and the approved supermarket and other uses drop away to lower heights around the edges, and the retained buildings along the High Road heights.

Open space and public realm needs to be in accordance with the approvals granted; quality and durability of materials is particularly important.

The pedestrian link between the site and White Hart Lane station needs to be of a high quality and high peak capacity. This will be addressed in site NT3. However it needs to integrate and compliment development of this site and coordination of design, massing, materials etc would be advisable.

Materials are largely approved in the extant planning application.

Implementation considerations

- The preferred option from the High Rd West masterplan should be incorporated into any future amendments to the planning permission.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- This site could potentially act as a hub for a future decentralised energy network, or connect to wider decentralised energy networks encompassing North Tottenham.
- Potentially contaminated land
- This site currently suffers from noise pollution

NT3: High Road West

Address	High Road West, High Road, Tottenham,			
Size (Ha)	10.9			
PTAL Rating	4			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	High Rd West Masterplan consultation			

Draft Site Allocation

Subject to completion of the High Road West Masterplan and emerging evidence base documents, the potential exists to create a residential-led mixed use development incorporating leisure, retail and employment uses and new open space. The site should build on the international sports identity established by Tottenham Hotspurs Football Club and draw leisure uses across the High Road to create a new leisure quarter set around a new high quality open public space. The new public open space will also provide a stronger pedestrian route linking a new improved White Hart Lane Station entrance to the High Road and new Stadium.

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Locally Significant Industrial Sites (Local Plan: Strategic Policies 2013)
- Northumberland Park Area of Change (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 19 (Unitary Development Plan) - Employment-led mixed use redevelopment including housing
- Local Shopping Centre (Unitary Development Plan 2006)
- North Tottenham Area Action Plan (Proposed)
- Blue Ribbon Network
- Ecological Corridor
- Conservation Area
- Area of Archaeological Importance



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What is the site and surrounding area like?

This site is broadly the area between Tottenham High Road and the railway line, running from Coombes Croft Library in the south to the former Cannon Rubber factory in the north.

It includes the Love Lane housing estate as the southern half of the site, with the northern half being predominantly industrial, which is partially LSIS designated.

The High Rd frontage is designated as a Local Shopping Centre around Northumberland Park. The High Rd is also a Conservation Area, and the River Moselle runs beneath White Hart Lane and Tottenham High Rd in this site.

Tottenham Hotspur Football Club (Site NT2) lies to the east across the High Rd. The High Road West site provides a key link between a new White Hart Lane station entrance and the football stadium.

Three master plan options showing varying levels of intervention have been developed for this site and were subject to public consultation between April and June 2013.

Implementation considerations

- Land for New community facilities will be provided on the site.
- Major improvements to the station will include moving the entrance to the south, better accessibility and better access to the new stadium
- The existing residents of Love Lane housing estate will need to have their housing needs catered for.
- Any loss of employment land on this site will need evidence to show that the jobs here can be replaced elsewhere.
- A retail impact assessment will be carried out to confirm the future need for, and mix of, town centre uses in this area.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- This site could potentially act as a hub for a future decentralised energy network, or connect to wider decentralised energy networks encompassing North Tottenham.

- Potentially contaminated land
- This site currently suffers from noise pollution

Design Principles

The new public open space should provide a strong pedestrian link between White Hart Lane Station, the High Road and the football stadium. The new public space will bring flexible opportunities for uses on match days and non-match days. The space will provide opportunities for local people with new restaurants; leisure facilities like a cinema or bowling alley; community space such as a new sports centre; more jobs for local people; more visitors, and more recreational opportunities for everyone in a safe and welcoming environment.

The interface with Tottenham High Road will be critical to the success of the area. The High Road will be improved to create an enhanced amenity which will contribute towards attracting investment and creating a pleasant environment to work, live and play. An opportunity may exist to enhance connections between this site and the Lee Valley Regional Park by foot and bicycle.

The area will bring substantial housing development including the potential renewal of the Love Lane Housing Estate. There should be an emphasis on new private housing recognising the high concentration of social housing in the wider area, however all existing social housing will need to be re-provided in the local area.

A master plan option is currently being developed and will make recommendations regarding the quantum of development, massing, heights of buildings, materials and land use for the High Road West site.

Potential Development Capacity (Dependant upon findings of Employment Land Study)

- Residential: 650-1,650 new homes
- Commercial: 300-600 jobs
- Community uses
- 7,450-8,950m² Publically accessible open space

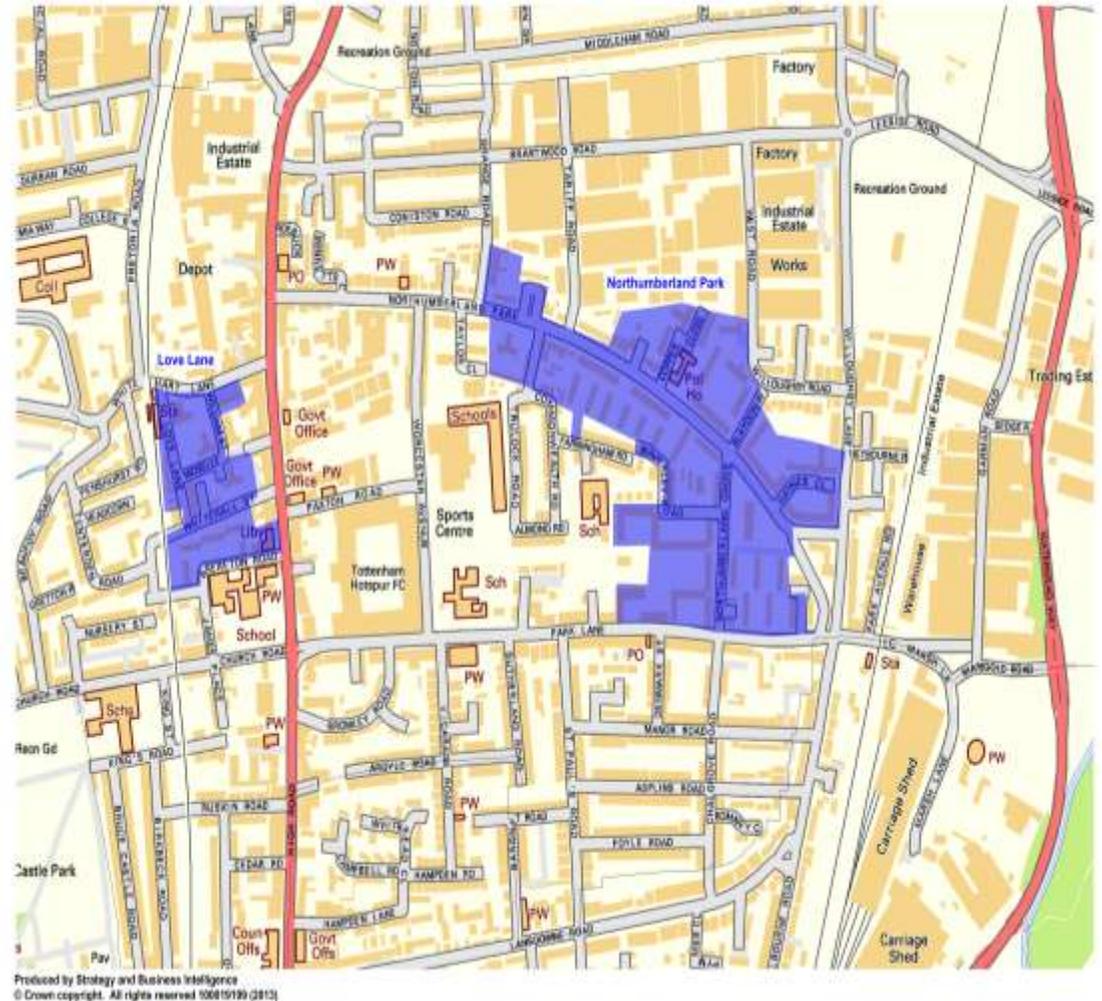
NT4: Estate Renewal in North Tottenham

In north Tottenham there is work underway examining the potential for new long-term masterplanning opportunities for the redevelopment of the High Road and the Tottenham Hotspur Football Club stadium area.

A key issue in Tottenham is the quantum of social housing tenure and poor quality housing stock. In order to improve existing housing choice and increase overall housing supply, the opportunity exists to invest in new and existing housing that will produce a mixed and balanced community. Regeneration of existing housing estates will create opportunities to contribute to tackling the borough's housing need, and diversify the existing housing stock in the area both in terms of mix and tenure.

Redevelopment of these sites could present opportunities to increase permeability within and through the sites. This could help to provide opportunities to enhance east-west connections linking Tottenham and the Lee Valley Regional Park.

Improvements in train frequency through Northumberland Park and White Hart Lane stations could provide an opportunity to increase private investment in this area, helping to spur development. While these transport improvements will enable local residents improved access to services across London, it will also be important to improve the standard of local infrastructure.



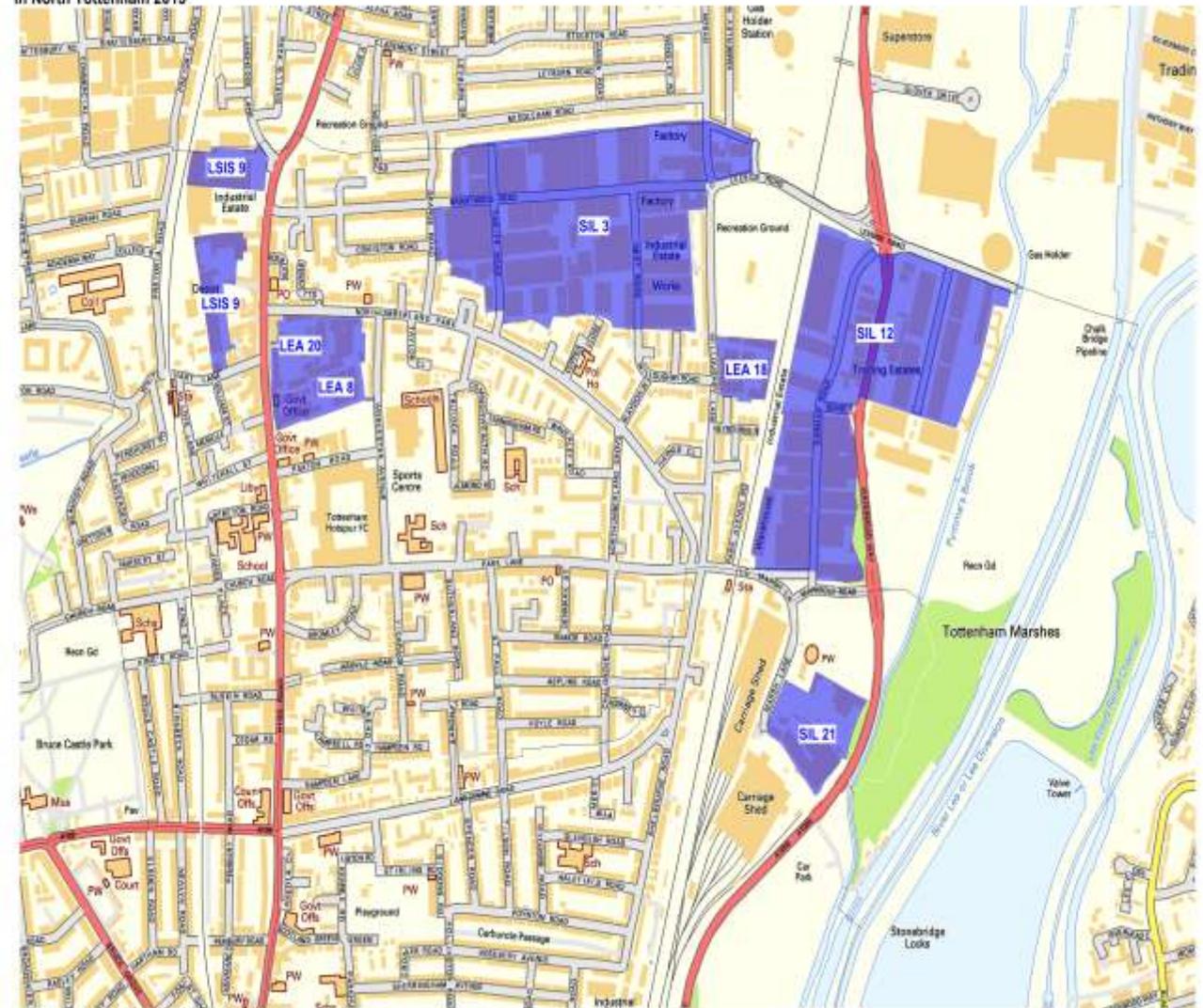
Between now and 2030, North Tottenham is forecast to undergo significant change through public and private sector led regeneration and investment programmes. There is significant committed investment in public transport infrastructure through enhanced suburban rail services serving Northumberland Park and White Hart Lane stations.

A major land designation in the North Tottenham Area is designated employment land. The future of these landholdings will be considered in an Employment Land Update which will be commissioned to inform the next iteration of this document, as well as the emerging Tottenham AAPs. This will look at the existing uses, and what sectoral growth is expected in the area, in the context of anticipated rising PTALs.

The areas of designated employment land, as allocated in the Local Plan in this area are:

1. SIL 3: Brantwood Rd, N17 (16.9 Ha) - Strategic Industrial Land
2. LEA 8: N17 Studios, 784-788 High Rd (2.1 Ha) - Local Employment Area
3. LSIS 9: High Rd West, N17 (2.6Ha) - Significant Local Industrial Site
4. SIL 12: North East Tottenham (15.5 Ha) - Significant Industrial Land
5. LEA 18: Willoughby Lane, N17 (1.1 Ha) - Local Employment Area
6. LEA 20: High Rd East, N17 (1.0 Ha) - Local Employment Area
7. SIL 21: Marsh Lane, N17 (2.1 Ha) - Strategic Industrial Land

Employment Zones in North Tottenham 2013



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Employment Land in North Tottenham

Tottenham High Rd Area of Change

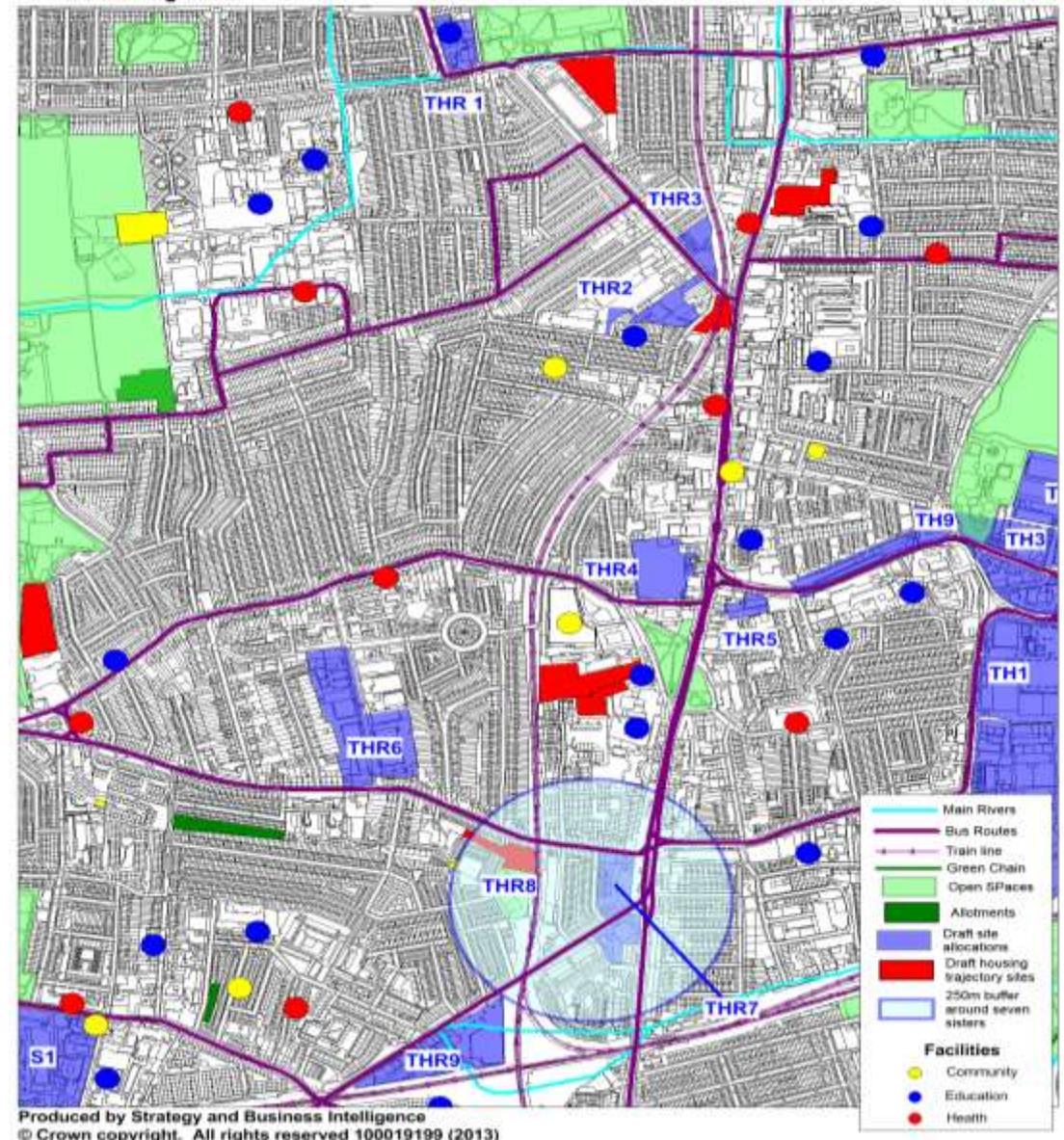
The High Rd is a significant spatial asset in Tottenham. It is a key historic north-south route linking London and its hinterland, and plays a key associative role in the minds of local residents, and communities across north London. It contains Tottenham's retail core, high frequency bus routes, key rail nodes at Seven Sisters and Bruce Grove, and a key sporting destination at the White Hart Lane football stadium.

Historically the High Rd has performed an employment, trading, and civic function for the wider area. This area was particularly affected by the riots in 2011, but will benefit from the priorities set out in the Plan for Tottenham, in terms of improving the local economy, housing choice and standards, and environment. Improvements are planned for the Bruce Grove/Tottenham High Rd District Centre, and the Tottenham High Road Historic Corridor. As a result there will be training and employment opportunities for local residents.

This area includes a number of sub-areas along the High Rd:

1. Bruce Grove/Tottenham High Rd includes a number of high quality buildings along Bruce Grove, as well as serving as the main independent retail centre for Tottenham.
2. Tottenham Green is being developed as a civic and cultural hub, with a leisure centre, library and space for start up businesses, and potential additions to Tottenham's evening economy;
3. Seven Sisters is an area of more intense development around a Victoria Line underground and national rail station. This area contains the West Green district shopping centre, and interfaces with the Seven Sisters Rd corridor.

There are considerable heritage assets around this area, in particular in the Bruce Grove, Scotland Green, and Tottenham Green Conservation Areas. Ongoing regeneration and development will seek to build on these assets.



The Council's aspirations for this area in the Local Plan: Strategic Policies DPD include:

- Potential for new housing and social infrastructure including, where appropriate and viable, the provision of new green space and community facilities;
- Opportunity for ensuring that the Seven Sisters area and the tube and train station provides land marks/gateways to aid legibility through redevelopment and/or renewal;
- Wards Corner regeneration delivering houses, shops and public realm improvements through redevelopment and/ or renewal;
- Potential for future estate regeneration;
- NDC Legacy Spatial Framework and Neighbourhood Plan;
- Redeveloping Apex House as a strong district landmark building and gateway to Seven Sisters; and
- Potential for a decentralised energy hub serving surrounding schools and housing estates.

THR1: The Roundway at Bruce Grove

Consolidation of sites proving high quality housing in a development sympathetic to the adjoining Bruce Castle Museum and Park.

THR2: Tottenham Delivery Office and back of Bruce Grove

Consolidation of sites proving high quality housing and potential for workshops at ground floor level, with good permeability from Bruce Grove Station to Sperling Rd and the Avenue.

THR3: Snooker Hall site

Consolidation of sites proving high quality housing and potential for town centre uses at ground floor level.

THR4: Tottenham Green Bus Garage

Subject to relocation of existing use, creation of a mix of commercial and residential uses with new public open space. Mixed use development with civic functions located on ground floor and other customer-facing public services.

THR5: Kwik fit north of Saltram Close Housing Estate

Infill development with potential to strengthen east-west pedestrian links from Monument Way to Tottenham Green

THR6: Lawrence Rd

Comprehensive redevelopment of this street to provide improved local amenity through a residential-led redevelopment.

THR7: Seven Sisters Regeneration Project

Landmark development at Seven Sisters station delivering new homes, jobs, environmental improvements, a broader mix of shops, increased access to Seven Sisters underground station, and a revamped market. This development will be comprised of the Wards Corner and Apex House sites.

THR8: Seven Sisters Station

Identification of an area into which a future Crossrail 2 station may go. This could long-term uplift in the area, and may require sites to be safeguarded for development of station facilities.

THR9: Gourley Place and Wickes site

Comprehensive redevelopment opportunity to improve existing commercial space, provide high quality housing and improve accessibility through the site and potentially across the rail lines to the south and east.

THR1: The Roundway at Bruce Grove

Address	315 The Roundway, Bruce Grove, Tottenham, N17			
Size (Ha)	0.7			
PTAL Rating	3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Pre-application on neighbouring site			

Draft Site Allocation

Consolidation of sites proving high quality housing in a development sympathetic to the adjoining Bruce Castle

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham High Road Area of Change (Local Plan: Strategic Policies DPD)
- Conservation Area
- Area of Archaeological Importance



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What is the site and surrounding area like?

This site contains the Shell garage on the Roundway, as well as an electricity sub-station and various industrial (automotive) uses on the remainder of the site.

The site is abounded by the A10 Roundway to the west, Lordship Lane to the south, and Church Lane to the east. The site would be rectangular in shape, but there is a high quality Locally Listed building housing a crèche located in the north east corner which should be preserved. The northern boundary is the back gardens of a terrace of 2 storey inter-war houses facing All Hallows Road to the north.

Across Church Rd to the east is Bruce Castle Museum and Park. Bruce Castle grand mansion and its adjacent hunting tower, is Grade I Listed, with parts dating back to the late Middle Ages; its main façade faces south onto Lordship Lane opposite the end of Bruce Grove; the park, which originally formed the gardens and park of the mansion, is designated as a Locally Listed Historic Park, Metropolitan Open Land and Ecologically Valuable Site (Borough Grade II) and has been awarded a Green Flag and contains a range of sport and leisure facilities. The site is also part of an Area of Archaeological Importance.

To the north of the houses, All Hallows Rd acts as an important cycling route through the area from the west into Bruce Castle Park; Church Lane also forms an important north-south cycle route and both will probably form part of the proposed Quietways network. Church Lane continues to the historic (originally medieval) All Saints Tottenham Parish Church, with other surrounding listed buildings about 150m north, before curving around the north of the park, with Tottenham Cemetery to its north.

The Roundway to the west of the site has a wide grass verge on its western side, and beyond that is the Peabody Cottages Estate, a Conservation Area. Part of the site itself on the Church Lane frontage, and all the land to its east, are in the Bruce Castle Conservation Area.

Potential Development Capacity

- Residential: 14,000m²

Design Principles

The site is sufficiently substantial to provide a significant development, but the nearby conservation area and heritage constraints, along with the existing houses and nursery adjoining to its north, make it likely that acceptable heights would be limited; three stories maximum are recommended to the north and east, but it could rise to the south, west and middle of the site to four and in parts five. Privacy and overlooking distances to the housing to the north should also be respected.

Apart from the possible need to accommodate the electricity substation it could be possible that non residential uses such as offices could be accommodated on ground floor frontages, but the council would be prepared to accept a 100% residential scheme. However it would have to be of a high standard of design to provide good residential amenity standards, especially to the difficult southern and western frontages onto busy road. To these sides active frontages with many, regularly spaced front doors should be provided, but it would not be acceptable to have any single aspect flats or bedrooms on the ground floor of these frontages.

A public east-west route could be created across the site to create more residential frontage. Views of Bruce Castle or its adjacent tower could be exploited to give the site greater distinctiveness.

Form, massing, proportions, rhythm, style and materials need to be considered carefully in the context of the conservation areas; bricks suitable for the context are strongly recommended as the main facing material, probably with pitched clay tiled or slate roofs.

Implementation considerations

- £236,000 CIL estimate
- £141,000 potential s106 contribution.
- The site is not in consolidated ownership, and bringing the sites together would aid bringing forward a comprehensive redevelopment.
- Potentially contaminated land

THR2: Tottenham Delivery Office & back of Bruce Grove

Address	Tottenham Delivery Office, Builders Yard and Conservative Club, Bruce Grove, Tottenham, N17			
Size (Ha)	0.63			
PTAL Rating	5			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Call for Sites 2013			

Draft Site Allocation

Consolidation of sites proving high quality housing and potential for workshops at ground floor level, with good permeability from Bruce Grove Station to Sperring Rd and the Avenue.

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham High Road Area of Change (Local Plan: Strategic Policies DPD)
- Bruce Grove District Centre (Local Plan: Strategic Policies DPD)
- Secondary Town Centre Frontage (Unitary Development Plan 2006)
- Conservation Area



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What is the site and surrounding area like?

Bruce Grove was originally laid out as a grand avenue leading in a straight line from Tottenham High Road to the mansion at Bruce Castle. In the eighteenth century a number of large Georgian houses were erected on its south-western side, in either short terrace (nos. 1-4) or semi-detached pairs (nos. 5-15), with very large back gardens of up to 200m length.

Some of these have since been developed, but there remain 2 large clusters of undeveloped or non optimally developed backlands. One is behind nos. 6-9, which is also designated an Ecologically Valuable Site of Local Importance but is covered in part in this allocation. The other, mostly in brownfield uses, is behind nos. 1-6 and off Moorefield Road, and is the main subject of this allocation.

This site currently consists of the Conservative Club at no. 6 Bruce Grove, a Royal Mail delivery office at 53 Moorefield Road and a builders yard that can be accessed from both no. 1 Bruce Grove or 55 Moorefield Road. The site has direct access to Bruce Grove itself, and lies just outside Bruce Grove District Centre. There is good access to Bruce Grove station.

The site is surrounded to the south and west by 2 to 3 storey residential housing. The site lies within Bruce Grove Conservation Area. All the Georgian properties, nos. 1-16 Bruce Grove, are statutorily listed, whilst Holly Cottage on Moorefield Road just to the east of the site is locally listed. Bruce Grove Primary School on Sperling Road to the south is a grander Victorian school backing on to 7-10 Bruce Grove.

Bruce Grove Station and high frequency bus routes on Bruce Grove and Tottenham High Road provide good public transport connections.

Implementation considerations

- £68,000 CIL estimate
- £81,000 potential s106 contribution.
- The site is not in consolidated ownership, and bringing the sites together would aid bringing forward a comprehensive redevelopment.
- Potentially contaminated land

Design Principles

Some of the semi-detached villas have had recent backland developments with their own access off Bruce Grove down the side of the villa. In the 1970s beside no. 9, a tall vehicular archway through the side wing was built to lead to an office wing and extensive parking. In the last 10 years beside no. 5, a narrow roadway has been cut through to create Champa Close of 2 storey residences. More recently beside no. 8 a pedestrian only archway leads to a shorter terrace. To protect the heritage significance, only the latter would now be permitted. Therefore to enable backland development behind 1-6, vehicular access from Moorefield Road is required.

This should be extended to the hammerhead at the end of Champa Close; connecting this private road and providing access to the larger site behind nos. 6-9. Notwithstanding that, it is not envisaged this will be for any use other than public open space; for recreation, sport and leisure or nature conservation, with potentially small infill residential development at its margins, primarily envisaged behind no. 6 and potentially as change of use and redevelopment behind no. 8. Some reconfiguration of the land around Bruce Grove Primary could enable connection to Sperling Road as well as better (possibly shared) playground space for the school. Champa Close will remain un-adopted, but could provide pedestrian access to Bruce Grove, as could the archway through no. 8.

However this means development behind 1-6 and to 53 and 55 Moorefield Road becomes important for both connections and as a residential and employment opportunity. This development should enable the connection of Bruce Grove, Champa Close, Sperling Road and Moorefield Rd as a pedestrian route.

Proposals would have to take account of the Bruce Grove Conservation Area, and so new development should be limited to 3 storeys with the possibility of 4 storeys in the centre of sites.

Materials: To fit in with the Conservation Area, and listed buildings, the primary material should be brick.

Potential Development Capacity

- Residential: 8,000m²
- Workspaces: 3,000m²

THR3: Bruce Grove Snooker Hall

Address	Bruce Grove Snooker Hall & Banqueting Suite Site, Bruce Grove, Tottenham, N17			
Size (Ha)	0.5			
PTAL Rating	5			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source				

Draft Site Allocation

Consolidation of sites providing high quality housing and potential for town centre uses at ground floor level.

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham High Road Area of Change (Local Plan: Strategic Policies DPD)
- Bruce Grove District Centre (Local Plan: Strategic Policies DPD)
- Secondary Town Centre Frontage (Unitary Development Plan 2006)
- Conservation Area



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What is the site and surrounding area like?

This site is triangular in plan, located on the north-east side of Bruce Grove, and primarily consists of three buildings on this frontage. The northern building is the Regency Banqueting Suite, which is a two storey retail parade of early 20th Century origin with the banqueting suite on its 1st floor. To its south is the higher and more imposing snooker hall building, a former cinema mostly now a plain brick rendered façade, with partial remains of former ornamentation and a grand domed entrance at its southern end; it is a former cinema and is locally listed. To the south of the snooker hall is a council owned small former public toilet, a Grade II listed building, single story with a basement, in a half timbered style with elaborate metal railings enclosing modest surrounding grounds.

The rear of the site includes a significant amount of car parking, along with a few small structures, yards and scrubland, with the rear boundary defined by the West Anglia line, elevated on an embankment. The embankment is wooded and it and the tracks are designated an Ecological Corridor. The north-west boundary of the site is the back gardens of two storey terraced late 19th century houses on Woodside Gardens, a quiet residential street typical of streets to the north and west of the site.

The frontage buildings are part of the Bruce Castle Conservation Area and designated Town Centre; the Banqueting Suite and Snooker Hall are designated Secondary Frontage. However, on the other side of Bruce Grove the shopping centre ends opposite the WCs, followed by a sequence of grand, statutorily listed Georgian villas set behind large generally paved front gardens. Formerly run down, these are gradually being restored to create an impressive setting for this site; they include Site THR1.

Bruce Grove Station and plentiful bus routes on the A10 Bruce Grove and Tottenham High Road provide excellent public transport connections.

Potential Development Capacity

- Residential: 8,000m²
- Town Centre Uses: 1,300m²

Design Principles

The council would like to see a viable use that preserves the listed former public toilets and restores the entrance to the locally listed former cinema (now a snooker hall). As an identified positive contributor the frontage of the banqueting suite should also be preserved. However development involving partial demolition of those buildings (excepting the WCs), and new construction on vacant and underused land to their rear would be considered. Joint development of at least the snooker hall and banqueting suite to a coordinated masterplan would be preferable.

The rear of the site and the upper floors of the frontage buildings could be residential or office use, but the ground floors of the frontage buildings, including the listed former toilets, would need to be in town centre uses. It is important to retain and restore a continuous active frontage along Bruce Grove. It would be preferable for residential development on the rear of the site to be developed as townhouses in mews type streets or courts, with clear and simple access routes, but the only possible access will be off Bruce Grove, which is a Transport for London managed trunk road. Greater height may be possible closer to the railway, but within the Conservation Area maximum heights should be 3-4 storeys and close to the backs of neighbouring houses it should drop to 2 storeys and not too close to the boundary to maintain privacy, day and sunlight to neighbours.

Form, massing, materials and detailing of any extensions or new buildings should be appropriate to the Conservation Area; preferably built of brick and to a high standard of design.

Implementation considerations

- £67,000 CIL estimate
- £80,000 potential s106 contribution.
- Potentially contaminated land
- This site currently suffers from noise pollution

THR4: Tottenham Green Bus Garage

Address	Tottenham Green Bus Garage, Phillip Lane, Tottenham, N17			
Size (Ha)	1.43			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	GLA SHLAA			

Draft Site Allocation

Subject to relocation of existing use, creation of a mix of commercial and residential uses with new public open space. Mixed use development with civic functions located on ground floor and other customer-facing public services.

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham High Road Area of Change (Local Plan: Strategic Policies 2013)
- Strategic Local Open Land
- Historic Park
- Area of Archaeological Importance
- Conservation Area



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What is the site and surrounding area like?

This site is located to the north of Tottenham Green on Phillip Lane, adjacent to the statutory listed Holy Trinity Church. It is currently in active use as an Arriva Bus Garage on the north side of Phillip Lane.

The site is in close proximity to Tottenham High Road, with yards in commercial uses to the east separating the site from the High Road. It may be possible to include some or all of these backland yards and possibly some of the properties facing the High Road in this site. However it is worth noting that in addition to being part of the Conservation Area several are locally listed (nos. 363 (the former Swann Public House), 365, 373, 383, 385 and 391 (Library Court, the former Tottenham Library)).

Of even greater heritage significance is a cluster of monuments around the junction of the High Road, Philip Lane and Monument Way, particularly The High Cross Monument; believed to be an eighteenth century reconstruction of an original mediaeval Eleanor's Cross.

Terraced housing is to the west of the site facing the Green and on Arnold Road, and there is a 1990s housing estate to the rear of the site.

Tottenham Green is the key local feature, and this area is the subject of public realm improvement and landscaping works, which are due to be completed in 2014. The north of the Green is occupied by the Holy Trinity Church, and this faces the bus garage. The Tottenham Green Leisure Centre, Marcus Garvey Library, the Bernie Grant Arts Centre, the former Tottenham Town Hall and the College of Haringey, Enfield, and North East London (CHENEL) form a grand civic western edge to the Green. Together these form the civic and cultural heart of Tottenham.

Potential Development Capacity

- Residential: 25,000m²
- Offices: 11,000m²
- Town Centre uses: 3,000m²
- Community uses: 5,000m²
- Publically accessible open space: 7,500m²

Design Principles

Any future development will need to be sympathetic to the nearby church, limiting heights to 2 to 3 storeys at the south of the bus station site, and on the car park site. Higher development may be possible to the north of the bus station site.

However, if in addition to the bus station, sufficient sites on the High Road were available, the potential exists for the route of Philip Lane to be diverted across the site, uniting the southern part of the site with the church and Tottenham Green. This would add to the open space of Tottenham Green and improve the setting of the church.

Any properties on the High Road added to this development would have to be unlisted buildings and would preferably be detractors in the current Conservation Area Character Assessment, to justify their demolition. Proposals would have to include appropriate development lining this diverted route of Philip Lane, to fit into the Conservation Area, to be acceptable to the setting of the other retained heritage assets and especially not to harm the setting of the High Cross.

Any other opportunities to improve local connections by creating through streets within the site to those to the north, Library Court and/or Eleanor Close should also be taken. Car free development will be supported.

Form, massing, materials and detailing should be appropriate to the Conservation Area; preferably built of brick and to a high standard of design.

Implementation considerations

- The existing bus station use would need to be relocated.
- It may be desirable in this location to provide public Wi-Fi which will improve the competitiveness of local businesses, as well as an amenity upgrade for visitors to the area.
- £209,000 CIL
- Potential s106 contribution: £250,000
- Cycle Parking
- Potentially contaminated land
- This site currently suffers from noise pollution

THR5: Kwik Fit north of Saltram Close

Address	Kwik Fit north of Saltram Close Housing Estate, Stainby Road, Tottenham, N15			
Size (Ha)	0.3			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	GLA SHLAA			

Draft Site Allocation

Infill development with potential to strengthen east-west pedestrian links from Monument Way to Tottenham Green

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Seven Sisters Corridor (Local Plan: Strategic Policies 2013)
- West Green/Seven Sisters District Centre (Local Plan: Strategic Policies 2013)
- Area of Archaeological Importance



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What is the site and surrounding area like?

This site is within the Tottenham Gyratory, with access to Monument Way and Tottenham High Road; however the gyratory is currently in the process of being removed. Both Tottenham High Road and Monument Way will revert to two way traffic.

The southern half of the site is vacant and poorly maintained, with the northern half is occupied by a Kwik-Fit car garage. The two sites are in separate ownership and are in very different condition, but it would be preferable to envisage the two sites as closely related and under a single allocation. Kwik-Fit has frontage on to Monument Way; the only current access to the remaining site is through a narrow roadway off the High Road; this also provides back service and upper floor access to buildings on the High Road and a couple of small yards.

However immediately to the south of this site is the Saltram Close Estate, a large 1960s council housing estate; immediately to the south is a north south aligned block of maisonettes over ground floor parking, facing a large central amenity space, with a double banked 4 storey block to its east; north of this block, east of this allocation site, a former playground has recently been redeveloped with a new 4 storey block of affordable housing facing Monument Way. There is therefore potentially pedestrian and servicing access from Saltram Close to the south and east.

The recent development immediately to the east on the former playground at the corner of Monument Way and Stainby Road is particularly significant. The amenity and privacy of the council housing to the south and flats above shops on the High Road to the west will also have to be protected.

The properties facing the High Road to the west of the site are in the Tottenham Green Conservation Area.

Potential Development Capacity

- Residential: 7,300m²

Design Principles

Combining the vacant land with the Kwik Fit site on Monument Way would potentially create a new access routes both north-south, from Saltram Close to Monument Way, and east-west, from the High Road at Tottenham Green into Saltram Close and on to Stainby Road. These should be through routes for pedestrians and possibly cycles only with vehicular access to small private parking garages or courts only.

This site sits within a relatively built-up area, so in principle heights of 6-7 storeys may be expected facing Monument Way. However to fit in with and not harm the amenity of neighbouring housing. It should drop to 4 storeys on the southern part of the site.

There is a need to create some amenity space on the site, this may partially be achieved through the provision of balconies. Ground floor flats should preferably be family sized units with private gardens to the rear of blocks. Upper floor flats should have private balconies.

Building should be set back from the busy Monument Way, with active frontages and possibly non residential ground floor uses, would be required. All public routes, including the proposed north-south and east-west public routes, should have clear, simple, robust design allowing through views and active frontage with front doors to all sections.

Implementation considerations

- £61,000 CIL estimate
- Potential £73,000 s106 contribution
- The opportunity to improve pedestrian accessibility between the High Rd, Saltram Close, and Monument Way is crucial to this site.
- The site is in an area of moderate noise pollution and poor air quality.
- This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.
- Potentially contaminated land

THR6: Lawrence Rd

Address	Lawrence Rd, West Green			
Size (Ha)	3.34			
PTAL Rating	3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Existing Masterplan			

Draft Site Allocation

Comprehensive redevelopment of this street to provide improved local amenity through a residential-led redevelopment.

Existing Policy Designations

- Site Specific Proposal 27 (Unitary Development Plan 2006): Mixed use employment and residential development.
- Planning Permission has been granted or the southern end of this site (HGY/2012/1983)



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What is the site and surrounding area like?

Lawrence Rd connects West Green Road and Phillip Lane and is located west of Seven Sisters tube station, with its southern extent being a short walk to the facilities of the West Green / Seven Sisters District Centre. It is crossed at the northern end of the site with an east-west route, Elizabeth Place / Clyde Road, which to the west is a linear park of pedestrian priority, which connects Tottenham Green (behind the Tottenham Green Leisure Centre / Marcus Garvey Library and Bernie Grant Arts Centre), through Clyde Circus, across Lawrence Road and west to the western end of Phillip Lane, close to where it opens out into West Green.

The streets that run parallel to Lawrence Rd to both the east and west, and Clyde Rd which lies to the north are residential in nature, and fall within the Clyde Circus Conservation Area. The Centrepiece of the Conservation Area, the Circus itself, is to the north east of the site.

Lawrence Rd is characterised by larger scale commercial buildings which are generally out of context with the surrounding streets. The buildings are generally 4 storeys in height, with the highest up to 8 storeys and are positioned in close proximity to the street edge, presenting an imposing façade. Mature trees along this street add to the feeling of enclosed space in the area.

The majority of buildings are now disused, although there is some commercial activity in this area. Planning Permission has been granted for a residential led mixed use redevelopment of most of the southern half of this site, and demolition of existing buildings on this site has commenced. The northern sites and one small site to the south west remain, and some may not be redeveloped, including the 8 storey Studio 28 live-work block.

Potential Development Capacity

- Residential: Up to 435 units in total (Lawrence Rd masterplan)

Design Principles

As stated, a large part of this site has planning permission and is currently being developed; as part of that development, a masterplan for the remainder of this site was prepared. This envisages 6-8 storey blocks lining both sides of Lawrence Road; residential will other non residential ground floor uses (B1, work parts of Live-Work or small corner shops or cafes) to contribute to active ground floor usage, with family townhouses facing mews streets or courts behind. These mews streets and/or courts could connect together or be individual semi-private closes. Larger flatted blocks will turn into facing West Green Road to the south and Elizabeth Place / Clyde Road to the north.

The existing buildings have large floorplates and are generally higher than the surrounding area. Accordingly this site could accommodate 5-6 storeys, stepping down to wards the gardens on parallel streets to either side. Due to the large existing floorplates, mews may be possible behind the development on Lawrence Rd itself.

Development should contribute to improvements to the Elizabeth Place linear park but need not provide any more public space than streets with one or two small pocket parks and children's playspaces.

A materials palette of two or three complementary predominantly red bricks, large windows and recessed balconies, with clay tile or metal pitched roofs on houses and flat roofs either accessible as amenity space or with green roofs on the flats, has been agreed for the development with planning permission and this should be continued elsewhere in this site.

The mature trees along Lawrence Road and the clump in the backlands to the north west of the site should be maintained and incorporated into all the future design proposals.

Implementation considerations

- A S106 planning obligation has been agreed as part of the first phase of this site. Any future requirements should build on this agreement.
- This site could potentially support a communal heating system and Combined heat and power facility.
- Potentially contaminated land

THR7: Seven Sisters Regeneration Project

Address	Wards Corner & Apex House, Seven Sisters Station, High Road, Tottenham Green, N15			
Size (Ha)	1.37			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	UDP 2006 Site Specific Proposal			

Draft Site Allocation

Landmark development at Seven Sisters station delivering new homes, jobs, environmental improvements, a broader mix of shops, increased access to Seven Sisters underground station, and a revamped market. This development will be comprised of the Wards Corner and Apex House sites.

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Seven Sisters Corridor (Local Plan: Strategic Policies 2013)
- West Green/Seven Sisters District Centre (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 21 (Unitary Development Plan 2006)
- Primary & Secondary Town Centre Shopping Frontages (Unitary Development Plan 2006)
- Conservation Area



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What is the site and surrounding area like?

The site is located in close proximity to Seven Sisters underground station, at the confluence of West Green Rd, Tottenham High Rd, Broad Lane and Seven Sisters Rd. There are two development parcels, the Wards Corner site, which is presently a local market and some terraced housing, and Apex House, which is currently a Council-owned and operated office building. The two sites are separated by Seven Sisters Road.

An active frontage wraps around the first site from Seven Sisters Rd to West Green Road, although many of the buildings are derelict and some unsafe. The western edge, formed by Suffield Road, is a street of late nineteenth century, 2 to 3 storey terraced houses.

To the south of Apex House is a 1970s estate of council housing, some of which is now in private ownership. To the north of Seven Sisters Station, and between the site and Seven Sisters Overground station are terraced housing. About half of the Wards Corner site, as well as most of the street and public realm itself, including right up to the edge of Apex House, are in the Seven Sisters and Page Green Conservation Area.

Apex House itself contains a clock tower / public toilets on the north west (High Road) side and large surface car park to its south-east, both of which can be included in development.

Potential Development Capacity

- Residential: 52,000m²
- Town Centre uses: 16,000m²
- Potential to proliferate uses at this location to make best use of high PTAL

Design Principles

Planning Permission has been granted for a major mixed use scheme, including significant amounts of residential and retail use, on the Wards Corner site. It is considered that 6-8 storeys may be generally possible on these sites, potentially with up to 10 storeys on the Apex house site.

An opportunity to introduce a new tube entrance on the south side of Seven Sisters Rd exists.

There may be an opportunity to introduce a modern style of architecture along Seven Sisters Rd, with Apex House being a potential bookend, although the setting and impact on the Conservation Area will need to be considered.

The active frontage needs to be maintained and enhanced where possible.

Car free development will be supported on this site.

Implementation considerations

- The addition of the Seven Sisters rail line to TfL operation may also deliver additional services. In the longer term Seven Sisters is on the preferred Crossrail 2 route.
- £432,000 CIL estimate
- Potential £518,000 s106 contribution
- It may be desirable in this location to provide public Wi-Fi which will improve the competitiveness of local businesses as well as an amenity upgrade for visitors to the area.
- This site could potentially support a communal heating system and Combined heat and power facility.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- Potentially contaminated land
- This site currently suffers from noise pollution

THR8: Seven Sisters Station

Address	250m ² radius of Seven Sisters station, Tottenham, N15			
Size (Ha)	19.6			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Crossrail 2 preferred alignment			

Draft Site Allocation

Identification of an area into which a future Crossrail 2 station may go. This could create long-term value uplift in the area, and may require sites to be safeguarded for development of station facilities.

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Seven Sisters Corridor (Local Plan: Strategic Policies 2013)
- West Green/Seven Sisters District Centre (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 15 (Unitary Development Plan 2006) - Mixed use commercial, retail and residential
- Site Specific Proposal 21 (Unitary Development Plan 2006) - Comprehensive mixed use development
- Primary & Secondary Town Centre Shopping Frontage (Unitary Development Plan 2006)
- Conservation Area
- Ecological Corridor
- Historic Park



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What is the site and surrounding area like?

Seven Sisters is a key gateway into Tottenham, and is currently an Over-ground rail station and an underground rail station. It is located on the corner of Seven Sisters Rd, Tottenham High Rd, and St Ann's Rd.

An active frontage wraps around the site from Seven Sisters Rd to West Green Road, and forms part of the Seven Sisters/West Green District centre. Other retail uses exist in the area, particularly on the High Rd.

In addition to the existing train routes passing through the station, Seven Sisters is on the preferred route for Crossrail 2.

Design Principles

This area lies partially in the Seven Sisters Conservation Area, and this context needs to be respected in any future developments.

The Seven Sisters Corridor, Tottenham High Rd, West Green Rd, and Broad Lane form a complex junction at Seven Sisters. Options to improve pedestrian and cycling permeability through the site should be pursued.

Car free development will be supported in this area.

Implementation considerations

- Current additional details are not available with relation to station exit points at this time.
- The tunnelling and access points for Crossrail 2 will likely require land parcels to construct them.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

Potential Development Capacity

Specific developments are not identified in this document.

THR9: Gourley Place & Wickes site

Address	Gourley Place & Wickes site, Seven Sisters Road, N15			
Size (Ha)	2.49			
PTAL Rating	4-6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	UDP 2006/ GLA SHLAA			

Draft Site Allocation

Comprehensive redevelopment opportunity to improve existing commercial space, provide high quality housing and improve accessibility through the site and across the rail lines to the south and east.

Existing Policy Designations

- Seven Sisters Corridor (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 28 (Unitary Development Plan 2006) : Mixed use including employment and residential.
- Ecological Corridor
- Site of Important Nature Conservation (Borough Grade II)



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What is the site and surrounding area like?

This site consists of the land bounded by Seven Sisters Rd, and the Gospel Oak–Barking and Seven Sisters rail lines. Currently there is a Wickes trade/retail unit with extensive surface parking and a number of industrial units.

The rail embankment forms a barrier to the east and south of the site. Seven Sisters Rd forms the final edge of this triangular site to the north-west. To the north-west of Seven Sisters Road it is residential use, but comprising a variety of 2 to 4 storey terraced houses and flats from either the late nineteenth century or mid twentieth century; the latter being council housing in a number of small estates.

The area is experiencing migrant casual worker issues which are a blight on the local area, with evidence of rough sleeping, drinking, and littering existing on the site.

Its location is very close to Seven Sisters underground (Victoria Line) and surface rail (Liverpool Street) stations, giving it excellent connections to the City and West End.

Implementation considerations

- £448,000 CIL estimate
- Up to £538,000 S106 contribution
- This site is in an area of moderate air pollution coming from Seven Sisters Rd
- This site could potentially support a communal heating system and Combined heat and power facility.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- Potentially contaminated land
- This site currently suffers from noise pollution

Design Principles

There is considerable evidence that a much better use of this site could be made and it is understood a number of the owners of the small industrial sites to the south west of the site would welcome a comprehensive redevelopment. This should not remove employment uses from the site, but the nature of this employment could change, which should allow a significant amount of residential use to coexist.

The Seven Sisters Road frontage and proximity to Seven Sisters station should allow a density of development with at least two floors, possibly more of employment use, including the ground floor, to create active frontage and attract higher end employment use; this could include office space, professional services, research and higher value workshop space, with a welcoming frontage on to Seven Sisters Road and potentially servicing from the rear. This could also contain residential units on upper floors, but never lower than second floor.

Behind the main road frontage there could be three or four streets running off, in which the amount of employment reduces to become completely residential towards the back of the site, where residential streets should link together and a small pocket park could provide amenity space, unless a bridge can be provided.

Opportunities for bridging either/both the railways should be investigated, probably just for pedestrians and cycles. If this is achieved a higher density residential development would be permitted on this site, as the Plevna and Ermine Triangles to the south and south-east would provide plentiful amenity space as well as ecological value. A north-south cycle route across the site and railway would make a valuable contribution to the evolving Quietway cycles network.

Car free development will be supported on this site.

Potential Development Capacity

- Residential: 54,000m²
- Commercial development: 22,000m²

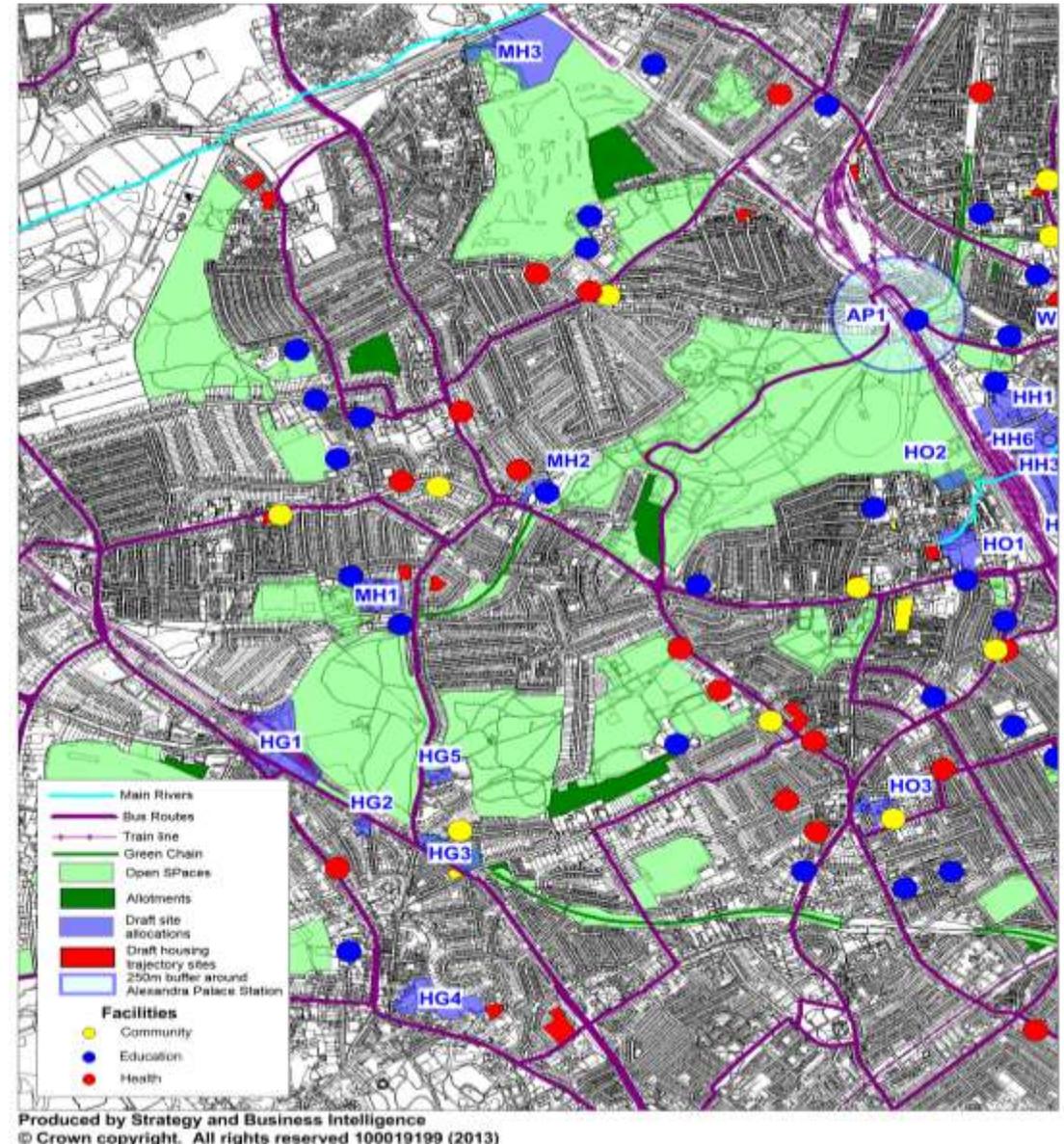
Muswell Hill, Highgate, Crouch End & Hornsey

Highgate is a thriving urban village crowning one of the twin hills to the north of London. Its proximity to London, benefits of its elevated position, clean air, spring water and open spaces all ensured its popularity as a place to live from 14th Century. Highgate is well known today for the quality of its historic built environment and the high value of its properties. There are established local organisations such as the Highgate Society and Institute, and an active Neighbourhood Forum in this area, which is working with Haringey and Camden Councils to bring forward a Neighbourhood Plan in 2013/14.

Muswell Hill was originally a medieval settlement developed near a spring. The centre is now characterised by predominantly Victorian and Edwardian development. The roads were set out and developed mainly in the late 1890's and early 1900's. The centre is located within Muswell Hill Conservation Area. The character of the area is maintained throughout and the status of the Conservation Area and the intention to preserve and protect it contributes to maintaining the centre's high quality environment. The area is distinguished by Alexandra Palace on the ridge top, and sloping down hill towards Hornsey.

Crouch End was a medieval settlement developed around the intersection of several roads. This district centre is characterised by largely Victorian developments. The centre has 267 retail and service units (excluding non retail Class A uses). The centre has a good mix of retail and service uses as well as a good range of uses associated with the evening economy.

Hornsey lies between Crouch End, Stroud Green, Alexandra Palace, and the Great Northern rail line. It has a High Street which acts as its primary centre, although local residents also use Crouch End due to its close proximity. Hornsey sits at the foot of Alexandra Palace park, and its historic centre forms a key part of the protected view from the Palace itself.



The Highgate Neighbourhood Forum are working with the London Boroughs of Camden and Haringey to produce a Neighbourhood Plan for Highgate. The Highgate Neighbourhood Forum responded to the Call for Sites with a number of sites. Not all of the HNF sites are included in this document. Sites not included here may still come forward as part of the Neighbourhood Plan. The following sites have been included in this consultation document:

HG1: Wellington Roundabout & Highgate Rail Depot

Residential led mixed use development, including retention of some existing retail and commercial uses, and provision of additional community facilities. This site will improve connectivity to the Wellington Roundabout site, and will act as a welcoming northern gateway to Highgate.

HG2: Highgate Magistrates Court

A residential led mixed use development, providing new housing, community uses and possibly a hotel.

HG3: Former Highgate Rail Station

Enhancement of the site while respecting its open space and biodiversity designations to enable education, tourist and community uses, with small scale commercial and retail (possibly open air market), making use of the disused buildings and hard landscaped spaces. Access to the site for pedestrians and cyclists will be improved to ensure better connectivity around the site and to surround areas.

HG4: Highgate Bowl

Proposals for this site will ensure that the open character of the area is maintained and access to the site is improved for the public. The margins of the site against the rear of properties along Highgate High Street and Southwood Lane should remain urban and could include extensions and small scale infill development. The heart of the bowl should be enhanced to encourage community uses, protect biodiversity and improve access to the site for local residents and visitors.

HG5: Summersby Rd

Potential opportunity to create mixed use development incorporating residential, office, and potentially a hotel, while increasing accessibility between Highgate Station and the Queen's Wood through the site.

The following sites in the greater Muswell Hill area are included for consultation:

MH1: St. Luke's Hospital

Redevelopment of existing inpatient hospital site to a residential led scheme with some health use, protecting its garden setting.

MH2: 56 Muswell Hill

Reconfiguration of the London Centre for Children with Cerebral Palsy to optimize this use and provide residential-led mixed use development including demolition of the existing nightclub, retention of the Green Man pub, and provision of new community facilities.

MH3: Former Friern Barnet Sewage Works

A large, significantly underused open area. Subject to the findings of the Open Space Review, Employment Land Review, and North London Waste Plan, this site will be allocated as necessary.

The following sites in the Hornsey/Crouch End area are included for consultation in this document:

HO1: Hornsey Depot

Residential-led urban renewal of a Council depot site including an increase in floor-space for Hornsey Local Shopping Centre, as well as improved access to New River Village, as well as north-south and east-west routes through the site, and provision of new publically available open space.

HO2: Hornsey Water Treatment Works

Potential redevelopment of water filter beds at the foot of Alexandra Park for residential development.

HO3: Hornsey Town Hall

Restoration of the Town Hall for performance, assembly and rehearsal spaces, meeting places and activities for young people, restoration of the Council Chamber for public use, a cinema, creative space for small enterprises and business, retail/café/bar units. New housing and landscaped gardens will be created as part of this site.

HG1: Archway Road Area

Address	Wellington Roundabout/460 – 500 Archway Road/ Highgate Rail Depot, Highgate, N6			
Size (Ha)	5.38			
PTAL Rating	3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Call for Sites 2013			

Existing Policy Designations

- Highgate Conservation Area
- Highgate Neighbourhood Area
- Ecological Corridor

Draft Site Allocation

Subject to relocation of the existing use, and protection of the **existing railway's function, residential led mixed use development**, including retention of some existing retail and commercial uses, and provision of additional community facilities. This site will improve connectivity to the Wellington Roundabout site, and will act as a welcoming northern gateway to Highgate.



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What is the site and surrounding area like?

3 separate sites with poor connectivity to each other & surrounding area:

1. The Wellington Roundabout is an island of the busy A1 Archway Road to the east and North Hill to the west. It currently contains an Esso petrol station, car wash and tyre sales, a row of Victorian cottages and light engineering workshops in the southern corner and is “road-locked” and poorly connected to the surrounding areas.
2. 460 - 500 Archway Road is currently a builders and DIY depot. The site contains four shed like units and outdoor storage space. The site has a long frontage along Archway Road. The north east of the site borders rail tracks of the Highgate Rail Depot, while the A1 (Archway Road) runs along the south of the site. To its north-west are 2 storey terraced houses, south-east a wooded railway cutting.
3. The Highgate Rail Depot is currently in operational use as a rail depot for Northern Line trains. It is in a cutting and the only access to the public highway is to the north of the site on to Woodside Avenue. It was formerly a triangular junction on the Northern Heights surface railways

This is the northern end of the A1 Archway Road, a major arterial road into London; from there the A1 becomes a dual carriageway, whilst the old Great North Road crosses north-south as North Hill (south) and towards East Finchley. To the west and south is Victorian terraced housing, to the south, including parts of this site, Highgate Conservation Area.

To the east is Highgate Wood, public open space maintained by the City of London and a Site of Metropolitan Importance for Nature Conservation. North are the backs of large 2 storey houses on Lanchester Road.

Potential Development Capacity

- Residential: 136,000m²
- Commercial development: 48,000m²
- Publically accessible open space: 12,000m²
- £20m CIL estimate
- Up to £1.3m S106 contribution

Design Principles

If the rail depot could be relocated, reduced in size or decked over, a significant development parcel could be created facing on to Highgate Wood but with narrow access off Woodside Avenue. Much better access can be achieved, as well as significantly more space and a primary road frontage, if 460-500 Archway Road is developed alongside.

This site could then have a long frontage on to Archway Road and provide a new access to Highgate Wood. Although heights would have to drop to close to those of surrounding houses, to the centre and south east, greater height up to 6-8 storeys could be possible, especially if the lower levels of the railway cutting are exploited. Views from the wood should be considered in any future development.

Other parts of the Alexandra Palace to Finsbury Park rail line have been opened as pedestrian and cycleways - The Parkland Walk - to the south-east to Finsbury Park and northeast to Alexandra Palace. If site HG3 can be achieved, it should be extended to and through this site; linking the 2 detached parts of the walk, giving the site rapid, level, car-free access to Highgate underground station, and potentially continuing to East Finchley station.

Opportunities are also sought to improve the traffic interchange at the junction with the historic Great North Road and modern A1, to make it a better for busses, cyclists and pedestrians; possibly including removing the gyratory. This would improve access to properties on the Wellington roundabout and make a better gateway to Highgate. By considering the two sites together it is hoped that improved accessibility between the sites and the rest of London can be achieved.

The Victorian cottages and workshops in the southern corner of the island should be protected in any proposal. Public art should be considered marking the entrance to Highgate from the north on Archway Rd.

Implementation considerations

- Constraints – relocation of the rail depot would be needed to allow the redevelopment of that site.
- The rail depot is an Ecological Corridor and must be maintained as such.
- Will need to take into account the Highgate Neighbourhood Plan, when adopted.
- This site should contribute to the Council’s 50% Affordable Housing target
- Potentially contaminated land
- This site currently suffers from noise pollution

HG2: Highgate Magistrates Court

Address	Highgate Magistrates Court, corner of Archway Road and Bishops Road N6 4HS			
Size (Ha)	0.47			
PTAL Rating	4			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Call for Sites 2013			

Draft Site Allocation

A residential led mixed use development, providing new housing, community uses and possibly a hotel.

Existing Policy Designations

- Highgate Conservation Area
- Highgate Neighbourhood Area



What is the site and surrounding area like?

The site consists of the vacant Magistrates Court and Police Station, including a separate adjacent office block. All buildings on site date from the mid 20th century. The Magistrates Court is a 1960s modernist building of 2 storeys with a mostly blank façade of fine Portland stone cladding with minimal windows, although to the rear it is in red brick with ribbon windows; the police station & office block are taller and in brick / curtain walling

The site slopes to the north where it faces the busy A1 Archway Road but actually sits at the junction of Church Road (to its north-west) and Bishops Road (to its north-east). On the opposite corner of Bishops Road with Archway Road is the last retail unit of a local shopping parade that extends south on the east side of Archway Road. Across Church Road, properties along Archway Road are residential, as are most on Bishops and Church Roads themselves and other roads to the south and west, although, there is a church and vicarage west of site on Church Street. Highgate Woods is easily accessible from the site via the Archway Gate, opposite the police station; otherwise the opposite side of Archway Road is residential to the south and wooded railway cutting to the north.

The site is part of the Highgate Conservation Area, along with all the surrounding area except for Highgate Wood itself and the railway cutting; both are designated Metropolitan Open Land. Highgate Wood is designated a Site of Metropolitan Importance for Nature Conservation and an Area of Archaeological Importance, and represents a major public recreation facility very close to the site, albeit separated by a major road. The railway cutting and houses on the opposite side of Archway Road, being built over the disused railway tunnel, are designated an Ecological Corridor.

Potential Development Capacity

- Residential: 10,000m²

Design Principles

The site is considered suitable for a residential led mixed use or purely residential development; this could involve retention of some of the existing buildings; particularly the Magistrates Court. Heights of replacement buildings should respect their neighbours, especially at the site edges on Bishops and Church Road, but towards the apex of the site, at the junction of the three roads, four or possibly five storeys would be possible, especially if the levels of the site are exploited.

Residential development will have to provide active frontage with individual and communal front doors to both streets and especially to the apex, avoiding single aspect ground floor flats and single aspect flats facing north. The apex of the site could provide a good opportunity to mark the corner in a suitable architectural way and to provide a small pocket public amenity space, possibly incorporating doorstep play or seating.

Materials, detailing, form, rhythm and scale should respond to the existing residential context of streets to the south and west, with appropriate matching brick, clay tiled pitched roofs, vertical emphasis and a rhythm of bays to match. Landscaping should include front gardens to match or fit into those streets, with parking concealed, possibly in a basement.

Implementation considerations

- £1.4m CIL estimate
- Up to £95,000 S106 contribution – additional bus services may be required on this section of Archway Road to support the increased housing numbers.
- Proposals for the site will need to take into account the requirements of the Highgate Neighbourhood Plan, when adopted.
- This site should contribute to the Council's 50% Affordable Housing target and dwelling size mix requirements.
- Potentially contaminated land
- This site currently suffers from noise pollution

HG3: Former Highgate Rail station

Address	Former Highgate Rail Station			
Size (Ha)	1.50			
PTAL Rating	4			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Call for Sites 2013			

Draft Site Allocation

Enhancement of the site while respecting its open space and biodiversity designations to enable education, tourist and community uses, with small scale commercial and retail (possibly an open air market), making use of the disused buildings and hard landscaped spaces. Access to the site for pedestrians and cyclists will be improved to ensure better connectivity around the site and to surrounding areas.

Existing Policy Designations

- Highgate Conservation Area
- Highgate Neighbourhood Area
- Metropolitan Open Land (MOL)
- Ecological Corridor
- Metropolitan Site of Important Nature Conservation
- Highgate Neighbourhood Area (2013)
- Proposed Green Chain



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What is the site and surrounding area like?

The site is a large wooded steep sided valley, around and including the entrances to the current Highgate Underground Station and disused former Highgate surface rail station. The original station, opened in the 1880s as part of the northern heights lines, in a deep valley between two short tunnels to the south-east and north-west. After the underground was extended in the 1930s to interchange here and north to join this line before East Finchley, the surface station was rebuilt to designs by Charles Holden, however this project was never completed. There is a single residential unit at upper level in the old master's house.

From the other side of the short southern tunnel, the former rail line has been converted to a popular footpath / cycleway, the Parkland Walk, providing a traffic free route to Finsbury Park. The longer northern tunnel emerges in a tube depot, site HG1. The tunnels are occupied by bats, which are protected under European Law.

The whole of the site, along with Parkland Walk, is designated Metropolitan Open Land, an Ecological Corridor and Site of Metropolitan Importance for Nature Conservation. Highgate and Queens Woods, major recreation and nature conservation sites, are both a short distance north of the site.

The A1 Archway Road runs north-west to south-east along the south-eastern edge of the site, with active retail frontage as a designated Local Shopping Centre, on the opposite side, including the popular Jacksons Lane Community Theatre opposite its southern corner; retail continues south on both sides of Archway Road and north on just the west side, with a pub on the east side beside the site on the corner of Muswell Hill Road.

The south-eastern edge is Shepherd's Hill, a residential street, with Highgate Library immediately next door. To the north east is Priory Gardens, a residential cul-de-sac. The site is accessible from Archway Road, from Wood Lane (both via steep steps), Priory Gardens at grade and by vehicle from Shepherd's Hill.

Potential Development Capacity

- Limited opportunity for development of new floorspace on this site.
- A cultural/community use in the surface station footprint is suggested.

Design Principles

This proposal is not for a large residential or commercial development but for a public space improvement possibly combined with a small community, cultural or social facility strictly confined to the existing footprint of the disused station buildings. It could consider rationalisation of the tube station surface level buildings as part of improvements, and possibly land swaps of built, wooded and particularly paved land.

Although the site has strong landscape and wildlife protection designations, much of its quality is not great as landscape or habitat. Therefore the council would like to see the quality of both improved, along with providing better public access, to provide seating areas and more permeable boundaries.

While the tunnels are inhabited by protected bats, both are double tunnels, and elsewhere public access has been achieved without harm to bat habitats. It should be possible to open at least one of each tunnel to pedestrians and cycles. South, this would allow the route of the Parkland Walk to access the tube station, free of dangerous roads and steep hills; north it could allow the walk to extend into Highgate Wood, be connected to the separate Muswell Hill section to Alexandra Palace, needed to open up site HG3 and possibly extend to East Finchley tube, allowing longer distance pedestrians and cyclists to avoid all busy roads and steep hills.

In addition to being modest, any new building should be a landmark of exemplary design, acknowledging the Charles Holden design and wooded setting.

Implementation considerations

- Proposals for the site would have to have to be ancillary to, and protect and enhance the open space and biodiversity designations of the site.
- Steep gradient of site from Archway Road will prevent ease of access for mobility impaired users, wheelchair users, buggies and cyclists. The bat occupied tunnels present a challenge to extending the Parkland Walk through the site.
- Proposals for the site will need to take into account the requirements of the Highgate Neighbourhood Plan, when adopted
- Proposed uses must protect and enhance MOL and SINC designations
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- There may be the potential to link a Quietway cycle through this site.

HG4: Highgate Bowl

Address	Land comprising the Highgate Garden Centre & the Harrington Scheme			
Size (Ha)	3.35			
PTAL Rating	3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Call for Sites 2013			

Existing Policy Designations

- Highgate Conservation Area
- Local SINC
- Highgate Neighbourhood Area (2013)

Draft Site Allocation

Proposals for this site will ensure that the open character of the area is maintained and access to the site is improved for the public.

The margins of the site against the rear of properties along Highgate High Street and Southwood Lane should remain urban and could include extensions and small scale infill development.

The heart of the bowl should be enhanced to encourage community uses, protect biodiversity and improve access to the site for local residents and visitors.



What is the site and surrounding area like?

The site is broadly north of Highgate High Street; the High Street is a historic village centre and the centrepiece of one of the most important Conservation Areas in the Borough; it is currently designated a Local Shopping Centre. The High Street contains a wealth of historic 18th and 19th century buildings, laid out as a dense street frontage of 2-4 storeys, in long narrow plots that could be the relict of medieval burgage plots; plot lines and boundary walls extend deep into the bowl. This form extends, at reducing densities, as the road curves north to become Southwood Lane, although here, the presence of Highgate School is evident in the 1960s high rise Dyne House and gymnasium and parade ground behind, within the bowl.

The Highgate Bowl is a distinctive physical feature as the land drops steeply to the north and east. Formerly too steep to build on, it was used for agricultural and horticultural uses until well into the twentieth century, and some remain. As these have declined, much has become densely wooded. There are a number of different uses in various ownership, including the Highgate Garden Centre (recently closed), the Harrington Scheme (a horticultural training scheme for disabled youths), woodlands (derelict nursery site), Townsend and Broadbent Yards, along with a number of small scale mixed commercial uses including office, warehousing and light industry, and some residential.

Access to the site is very limited, through Townsend Yard linking the High Street to the south of the site, while Broadbent Close is accessed directly from the High Street. Both yards are currently under utilised and are therefore considered together with the future of the Highgate Bowl.

North-east of the Bowl 19th century suburban semi detached residential properties back on to the site. To the north-west, Kingsley Place is low rise

Potential Development Capacity

- Residential: 4,500m²
- Commercial development: retain existing floorspace
- Publically accessible open space: enhanced amenity of the Highgate Bowl

Design Principles

Proposals for this site need to ensure that the open character of the bowl is maintained and access to the site is improved for the public. For these reasons it is essential that proposals for the land parcels in the bowl are brought forward as a joined up development scheme, not piecemeal projects. The heart of the bowl should be enhanced to encourage community uses, protect biodiversity and improve access to the site for local residents and visitors. The biodiversity, SINC designations (Borough Grade II) and existing trees should be protected.

The strong wish locally is for development as community use, with in particular retention of the Harrington Scheme and greater public access to the Garden Centre site; possibly an open air theatre or heritage centre for the Highgate area. The council would like to see community open space making the best use of the bowl's natural topography. Therefore if the open space uses could be connected with public access, possibly controlled, the greater extent of the bowl could be further appreciated.

The margins of the site against the rear of properties along Highgate High Street and Southwood Lane should remain urban and could include extensions and small scale infill development. The recent development to the rear of nos. 60-64 Highgate High Street provides a good precedent for the kind of development that should be contemplated. Such development should be small scale and low rise, 2-maximum 4 storeys, but closely packed with pedestrian pathways and narrow courts, opening up to allow vistas across the bowl and beyond while respecting the historic Burgage plots.

High quality design with form, details and materials appropriate for the Conservation Area will be required.

Implementation considerations

- Proposals for the site will need to take into account the requirements of the Highgate Neighbourhood Plan, when adopted.
- £1.2m CIL estimate
- This site should contribute to the Council's 50% Affordable Housing target
- The site is in fragmented ownership and this could be a constraint on achieving a co-ordinated proposal for this site.
- The existing planning appeal on the garden centre site for low density housing.
- Up to £45,000 S106 contribution
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

HG5: Summersby Rd, Highgate

Address	40 Muswell Hill Rd & 1-44 Summersby Rd, Highgate			
Size (Ha)	0.50			
PTAL Rating	3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Call for Sites 2013			

Draft Site Allocation

Potential opportunity to create mixed use development incorporating residential, office, and potentially a hotel, while increasing accessibility between Highgate Station and the Queen 's Wood through the site.

Existing Policy Designations

- Highgate Conservation Area
- Highgate Neighbourhood Area (2013)
- Metropolitan Site of Important Nature Conservation



What is the site and surrounding area like?

This site is currently in employment use as a builders merchants (40 Muswell Hill Road) and other B1 employment use (Woodside Works, Summersby Road).

It is located between Summersby Road to its south, Muswell Hill Road the B550 to its east, Queens Wood to its north and the grounds of 33-44 Summersby Road to its west. The site is currently in employment use as a builders yard, accessed off Muswell Hill Road. Access is possible from either road, although the entrance to Summersby Road off Muswell Hill is very narrow and it is a cul-de-sac.

Summersby Road and South Close to its south are lined with 3-5 storey mansion blocks from the 1930s-1950s, including 33-44, the only one on the same side of Summersby Road as the site. The land slopes up steeply to the south, so that this site generally sits below these blocks, whilst it drops away further into the wood to the north of the site. It also rises to the west up to Muswell Hill Road, where in addition to about 40m frontage, there are 5no. 3 storey 19th century terraced houses with back gardens backing on to the site.

Highgate Wood lies across Muswell Hill Road to the west. Both Queens and Highgate Woods are designated Metropolitan Open Land, Sites of Metropolitan Importance for Nature Conservation, Historic Parks, Local Nature Reserves and provide a recreation and natural resource.

The site is located relatively close to Highgate Underground Station, which is approximately 300m away on Archway Road, which is also a lively and designated Local Shopping Centre. The site and all the built land to its south are in the Highgate Conservation Area.

Potential Development Capacity

- Residential: 7,000m²
- Commercial development: 4,000m²

Design Principles

Provided the current employment use here could be accommodated, there would in principle be no objection to a residential led mixed use redevelopment of this site.

The surrounding residential heights are of 3-5 storeys, although due to the slope, these may appear higher on this site. Therefore development should make use of the terrain as well as appropriate heights to site buildings to not harm the amenity of neighbouring homes.

There is excellent local green infrastructure, and this site should be configured to take advantage of this both through providing views of the woods, and potentially increasing accessibility into the Woods from Highgate Station.

Form, massing, design, materials and details should be appropriate for the Conservation Area and woodland setting but need not be in a historic pastiche style.

Implementation considerations

- £1m CIL estimate
- Up to £68,000 S106 contribution
- This site should contribute to the Council's 50% Affordable Housing target
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- Potentially contaminated land

MH1: St Luke's Hospital Site

Address	St Luke's Hospital Site, Woodside Ave, Muswell Hill, N10			
Size (Ha)	2.52			
PTAL Rating	2			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Existing Masterplan			

Draft Site Allocation

Redevelopment of existing inpatient hospital site to a residential led scheme with some health use, protecting its garden setting.

Existing Policy Designations

- Conservation Area
- Historic Park



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What is the site and surrounding area like?

The site is currently occupied by the St Luke's inpatient hospital for mental health patients. The decision has been taken by the NHS trust to dispose of the site and lease back Simmons House (in the south west corner of the site) for ongoing care provision.

The site is set in Muswell Hill, and is within walking distance of the district centre which lies to the north east. It is part of the Muswell Hill Conservation Area, and the residential streets to the north (Grand Avenue) and east (Muswell Hill Road) are characteristic of the area, being made up of Edwardian red brick 2 to 3 storey houses in short terraces, with front and back gardens. There is a secondary service access to the site off Grand Avenue and the north-south informal path across the site has become popular.

To the south, across Woodside Avenue, where the present 3no. principal entrances to the site are, lie the Cranwood Care Home site, the St James's C of E Primary School and a Thames Water pumping station. There is also a tennis court that is also in the ownership of the hospital (this site). The western boundary of the site is another school, Treehouse Special School.

The land rises gently across the site to the north and east and continues rising to the north, with Woodside Avenue forming a valley bottom; to the south Highgate Wood is visible as the land rises again.

The site contains one statutory listed building; the Central Admin Building, and as such all development would be subject to Listed Building Consent. In addition, the three other "frontage" buildings, Norton Lees, Roseneath and Simmons House, all original 19th century grand detached houses, are locally listed. The gardens are registered as a locally significant historic park.

Potential Development Capacity

- Residential: 49,000m²
- Community facilities: 8,000m² (retained hospital use)

Design Principles

This site is not located in a highly accessible area, and is surrounded by sensitive uses, and as such Potential Development Capacity should be limited to three storeys at the perimeter of the site. Higher densities may be achievable in the centre of the site, but the low PTAL restricts the maximum acceptable density.

The site is currently quite green, and the mature trees on this site should be preserved and made focal points of public open space. Private open space should also be provided in the form of balconies and wherever possible private gardens, especially for family sized accommodation.

The statutory and locally listed buildings and historic parkland on the site should be retained and enhanced in this redevelopment.

The planning application made earlier in 2013 for this site was refused, but a similar development would probably be acceptable, especially if the proportion of affordable housing was increased.

Implementation considerations

- £7.3m CIL estimate
- Up to £493,000 S106 contribution
- This site could potentially act as a hub for a decentralised energy network in the Muswell Hill area.
- This site should contribute to the Council's 50% Affordable Housing target
- This site abounds a potential future Quietway cycle route
- Potentially contaminated land

MH2: 56 Muswell Hill

Address	London Centre for Children with Cerebral Palsy, 56 Muswell Hill, N10			
Size (Ha)	0.50			
PTAL Rating	3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Existing Pre Application			

Draft Site Allocation

Reconfiguration of the London Centre for Children with Cerebral Palsy to optimize this use and provide residential-led mixed use development including demolition of the existing nightclub, retention of the Green Man pub, and provision of new community facilities.

Existing Policy Designations

- Muswell Hill District Centre
- Muswell Hill Conservation Area
- Secondary Town Centre Frontage



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What is the site and surrounding area like?

The site currently contains the Green Man pub fronting Muswell Hill, with the London Centre for Children with cerebral palsy to the rear. The lightly-used Dukes Mews provides a thoroughfare from Muswell Hill to Dukes Avenue, and cuts through the site exiting to the north. There is also a pedestrian right of way across the length of the site, exiting at its north-eastern end with a path through to Dukes Avenue and an entrance to the neighbouring primary school.

The site is part of the Muswell Hill Conservation Area, and the Muswell Hill frontage adjoins the Muswell Hill District Centre. The former Green Man public house adjoins Edwardian, 3-4 storey, red brick, commercial terraces facing on to Muswell Hill Broadway, that are characteristic of Muswell Hill, with retail on the ground floor and residential above; whilst their frontage is grand, their rears are messy.

The site slopes moderately along Muswell Hill from north west to south east, with Muswell Hill Primary School providing the south-eastern boundary beyond mature trees. The school is considerably below this site, being in the cutting of the former Alexandra Palace railway. There is also a moderate slope to the north east, meaning the rear of the site drops away from the Muswell Hill frontage.

There are private residences adjoining the site on Dukes Ave to the north-west of the site, made up of characteristic Muswell Hill Edwardian, 2 to 3 storey, red brick short terraces with short front and long back gardens, which back on to the site.

Potential Development Capacity

- Residential: 7,000m²
- Pub/restaurant: 700m²
- Education establishment: 3,000m²

Design Principles

The existing public house fronting Muswell Hill should be retained and improved as it makes an important contribution to the Muswell Hill frontage and the Conservation Area. In keeping with the Muswell Hill Conservation Area, red brick and Portland Stone should be the principal materials used in the construction of new buildings.

Due to the presence of nearby residences, height should be limited to 3 storeys on this site. Overlooking of the gardens of these residences should be carefully managed. Mature trees are present at the boundary of the site and Muswell Hill Primary School, providing an opportunity for balconies to be provided on this face.

Due to the slope, slightly higher heights may be achievable at the rear of the site without significantly affecting amenity. The access to the site should be managed, with adequate pickup/drop-off space provided for the school. The link along Dukes Mews should be preserved primarily for pedestrian and cycling use.

Implementation considerations

- £1m CIL estimate
- Up to £68,000 S106 contribution
- Open Space designation
- This site should contribute to the Council's 50% Affordable Housing target
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- Potentially contaminated land

MH3: Frien Barnet former sewage works

Address	Frien Barnet former sewage works , Pinkham Way,			
Size (Ha)	6.5			
PTAL Rating	1			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	UDP 2006 Site Specific Proposal, Call for Sites 2013			

Draft Site Allocation

Subject to the evidence provided in the Open Space and Biodiversity Review, Employment Land Review, and North London Waste Plan, the existing designations will be reviewed.

Existing Policy Designations

- Local Employment Area (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 5 (Unitary Development Plan 2006)
- Site of Important Nature Conservation (Borough Grade I)
- Ecological Corridor (part of site)



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What is the site and surrounding area like?

The site is currently vacant and access is not currently permitted. It has good vehicle access of a roundabout from a slip road on to the dual carriageway A406 Pinkham Way, part of the North Circular.

Historically the site was a sewage treatment works and subsequently it was used for landfill by the London Borough of Barnet. The remnants of the sewage treatment works which closed in the 1960s are visible at the northern end of the site. At present the site is not in active use and there is no access to the public. It has been retained in employment land designation. It currently has dual designation as a Local Employment Area and a Site of Important Nature Conservation (Borough Grade I).

This site was considered as a potential location for future waste management facilities through the recently withdrawn North London Waste Plan. Representations to maintain the potential for this site to achieve a waste management function have been received as part of the Call for Sites. There is likely to be a new Waste Plan produced in 2016.

There are local aspirations for this site to be used as a publically accessible open space, or an eco-village. An application for the site to be considered a Village Green was recently rejected.

The site contains significant level changes, including a partially culverted water course and residual valley running across the site south-east to north-west. The adjacent railway line to the east of the site is several meters above on an embankment, which is a designated Ecological Corridor. Beyond the railway line is the Bounds Green Industrial Estate, another designated employment area (DEA2).

The areas to the west and south of the site form a large area of Metropolitan Open Land (MOL) and Site of Importance for Nature Conservation (SINC); including Hollickwood Park, a small local public park also designated SINC Grade II, and Muswell Hill Golf Course, which like the site is SINC Grade I. The MOL and DEA boundaries are contiguous but are not consistent with the actual land ownership boundaries, particularly the boundary between the Pinkham Way site and Hollickwood Park.

To the west of the park is a residential area, some 100m from the nearest part of the site.

Site Allocations Consultation Document: Jan-Feb 2014

Design Principles

It is not realistic to define the design considerations on this site until a proposed use is known.

Potential Development Capacity

- Floorspace estimates for this site are not possible at this time.

Implementation considerations

- Nature conservation designation being further explored in the Open Space and Biodiversity Study
- Relatively consolidated ownership.
- Contamination may be an issue on this site due to the historical uses.
- This site should contribute to the Council's 50% Affordable Housing target if housing is proposed
- Parts of this site have a moderate flood risk (Zone 2)
- A potential future Quietway cycle route passes through this area.
- Potentially contaminated land
- This site currently suffers from noise pollution

H01: Hornsey Depot

Address	Hornsey Depot, Haringey Heartlands, Hornsey			
Size (Ha)	2.36			
PTAL Rating	3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Existing Pre- Application discussions			

Draft Site Allocation

Residential-led urban renewal of a Council depot site including an increase in retail floorspace for Hornsey Local Shopping Centre, as well as improved access to New River Village, as well as north-south and east-west routes through the site, and provision of new publically available open space.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
- Local Employment Area (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 4 (Unitary Development Plan 2006) : Haringey Heartlands
- Hornsey Local Shopping Centre (Unitary Development Plan 2006)
- Conservation Area



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What is the site and surrounding area like?

The site fronts on to the A504 Hornsey High Street, which forms part of the Hornsey Conservation Area, as well as being a key east-west link connecting Turnpike Lane and Muswell Hill and Highgate. The High Street is also a lively designated Local Shopping Centre with a number of locally listed buildings, including neighbours of the site which wraps around their backs.

To the west is Myddleton Road, a narrow road gated to vehicular traffic, which along with Campsbourne Road just to its west give access to the residential area to the west and north of the site, and could provide additional access to this site. There is a small urban renewal scheme which is almost completed directly to the west of the site at Pembroke Works. Miles Road forms the north perimeter to the site, and there is housing of many ages, from 2 to 6 storeys to the north and west.

The eastern boundary is formed by Cross Lane, which provides access to a small Local Employment Area to its west and forms a key north-south cycle Quietway cycle. To the north-west is the New River Village, a major housing development of the last 10 years. Immediately on the north-west corner of the site is the Campsbourne Well; this locally listed Victorian former pumping station, a couple of water works cottages, the New River Estate and water works (including HO2) form the Hornsey Water Works Conservation Area.

The Moselle River runs in a culvert across the north-west corner of the site and should be opened up.

Potential Development Capacity

- Residential: 64,000m²
- Town Centre Uses: 21,000m²

Design Principles

Development could include enhanced retail capacity for the local shopping centre and to meet growth of population from the surrounding area, as well as a significant quantity of new housing.

Due to the site's size there is the opportunity to deliver higher density development on this site, particularly away from the Hornsey High St Conservation Area frontage, and the existing residences on Myddleton and Mills Roads. 5-6 storeys may be possible across the site, with 7-9 in the centre. Care should be taken to avoid height obstructing key views, especially of local landmarks from Alexandra Palace or of the view of the Palace from the High Street.

The development of these higher density dwellings will create increased need for public open space, and this should be a priority in the development of the area. New open space should complement the retail offer. Car Parking to support retail and housing should not generally be at surface to avoid car dominance.

Improving public route connections across the site, both east-west and north-south is a key objective for this site; east-west linking New River Road with Myddleton Road; north-south linking Hornsey High Street and Mills Road. These would not be through vehicular routes but for pedestrians and cycles. Access for commercial vehicles should be from the High St.

Massing, form, rhythm, materials and detailing of the High Street frontage should respond to and compliment the Conservation Area, but elsewhere a modern brick based architecture would be suitable.

Implementation considerations

- £9.4m CIL estimate
- Up to £637,000 S106 contribution
- This site could potentially act as a hub for a future decentralised energy network in Hornsey.
- This site should contribute to the Council's 50% Affordable Housing target
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- Potentially contaminated land

HO2: Hornsey Water Treatment Works

Address	Hornsey Water Treatment Works, Coburg Rd, Hornsey, N4			
Size (Ha)	0.66			
PTAL Rating	1-2			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Call for Sites			

Draft Site Allocation

Potential redevelopment of water filter beds for residential development.

Existing Policy Designations

- Metropolitan Open Land (London Plan 2011)
- Conservation Area



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What is the site and surrounding area like?

The site at present is part of the Hornsey Water Treatment Works. It is located immediately west of the East Coast Main Line Railway, south and east of Alexandra Park, north of Newlands Road, the Campsbourne Estate and the New River Village. The water works were built attached to the New River, which runs into a pair of ponds immediately north of the works, then in a straight aqueduct parallel to the railway immediately east of the works.

The water works consists of nine modular basins arranged in a 3x3 square in plan. This site only represents the south-western two basins. The basins are brick lined, built 1859-79 and have embankments about 10-20m above the base of the basin around them. They are locally listed. Several of the basins in the centre and north of the works have recently been modified with the construction of a number of modern water treatment buildings in them, but these two have been identified as surplus to requirements

Alexandra Park, just to the north-west of the site, is a major public recreation space, designated a Site of Borough Grade I Importance for Nature Conservation, and a Historic Park; both the park and the water works, including this site, are designated Metropolitan Open Land.

The Penstock Footpath is a historic and important east-west pedestrian and cycle link connecting Wood Green and Haringey Heartlands with Hornsey and Alexandra Park. It turns off Newlands Road at the southern edge of the site, runs east along the edge of the New River, then turns north beside the New River, before passing under the railway in a short tunnel.

Potential Development Capacity

- Residential: 18,000m²

Design Principles

The development potential of this site depends on a case being made for modification of the extent of Metropolitan Open Land (MOL); if the site can be removed from this, the council considers it could become suitable for residential development. It is arguable whether the site contributes to the openness of the landscape given the recent construction of water treatment facilities in some quite substantial buildings, in the remainder of the works.

Were the MOL designation to be modified, the basin embankment structures would still have to be retained. However an imaginative and innovative residential development could be envisaged within the basins, accessed by bridges at 1st or even 2nd floor off routes around the embankments. This could then allow the historic structures of the basin banks to be revealed. The architecture of new housing could be modern to contrast with the historic structures and compliment the New River Village and new water treatment buildings.

This could also improve public access to the basins, and potentially improve routes through the site, including potentially extending the Penstock Footpath, allowing it to avoid the narrow vehicular part of Newlands Road and access Alexandra Park in a clearer and more direct way, without traffic interaction.

The margins of the site and the area of scrubby vegetation in Haringey ownership beside Newlands Road could also be considered and included in development.

Implementation considerations

- £2.6m CIL estimate
- Up to £178,000 S106 contribution
- This site should contribute to the Council's 50% Affordable Housing target
- The existing use will need to be relocated before development will be allowed on this site.
- Contaminated land may be a constraint on this site.
- Utilities provision will require a new set of connections to this site.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- A potential future priority Quietway cycle route passes through this area.

H03: Hornsey Town Hall

Address	Hornsey Town Hall The Broadway, N8 9JJ, The Broadway, Hornsey, N8 9JJ			
Size (Ha)	1.38			
PTAL Rating	3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Existing Planning Permission			

Draft Site Allocation

Restoration of the Town Hall for performance, assembly and rehearsal spaces , meeting places and activities for young people, restoration of the Council Chamber for public use, a cinema, creative space for small enterprises and business, retail/ café/bar units. New housing and landscaped gardens will be created as part of this site.

Existing Policy Designations

- Crouch End District Centre (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 9 (Unitary Development Plan 2006) - Mixed Uses
- Primary Town Centre Shopping Frontage (Unitary Development Plan 2006)
- **Strategic View of St. Paul ' s (both viewing corridor and wider setting)**



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What is the site and surrounding area like?

The site is located in the heart of Crouch End, between The Broadway, Haringey Park and Weston Park. The Town Hall site includes:

- The main Town Hall building, including the Assembly Halls and the former Council Chamber (Statutorily Listed Grade II*), designed by Reginald Uren and built in 1935.
- The Old Clinic (to the rear of the Town Hall)
- The car parks to the rear of the Town Hall and the Library
- The Library Garden
- The Broadway Annexe on the north side of the Town Hall Square, the Customer Services Centre, council offices and Studio
- The Town Hall Square

The site is a key site in the Crouch End District Centre, and future uses should compliment the existing and planned uses in this area. The shopping centre is vibrant and successful, and the main Town Hall building is included in its designated boundary.

The surrounding uses are retail to the west, residential to the north and south and east. Hornsey Library, immediately to the south of the site on Haringay Park, is a key local landmark, civic amenity and statutory listed Grade II. The whole of the site and its surroundings are within the Crouch End Conservation Area.

There is vehicle access beside the library on Haringay Park and through a gap between houses on Western park to the north.

Potential Development Capacity

- As per planning permission

Design Principles

Planning Permission and Listed Building Consent was granted for a mixed use conversion of the site, including cultural, commercial and community use of the main spaces of the town hall and residential conversion, extension and new build to the rear, in 2010 (HGY/2010/0500). The new housing blocks were to be 5-6 storeys along the eastern edge of the site and extending the rear annex wings of the Town Hall to the south east, with mews house infill behind the Broadway Annex.

A similar development to that previously approved would be acceptable.

The square in front of the Town Hall is envisaged to be the main public space improvement in the development; this can have market stalls and outdoor seating, bringing life up to the entrance to the building. Public access to the main spaces of the Town Hall, whether for events or as part of the programme envisaged, is vital.

For the residential development to the rear, a public pedestrian north-south route through the site would be welcomed. Vehicular access should be off Haringay Park only and lead to underground or undercroft parking only.

Implementation considerations

- This site should contribute to the Council's 50% Affordable Housing target
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- This site could potentially act as a hub for a future decentralised energy network.

AP1: Alexandra Palace Station

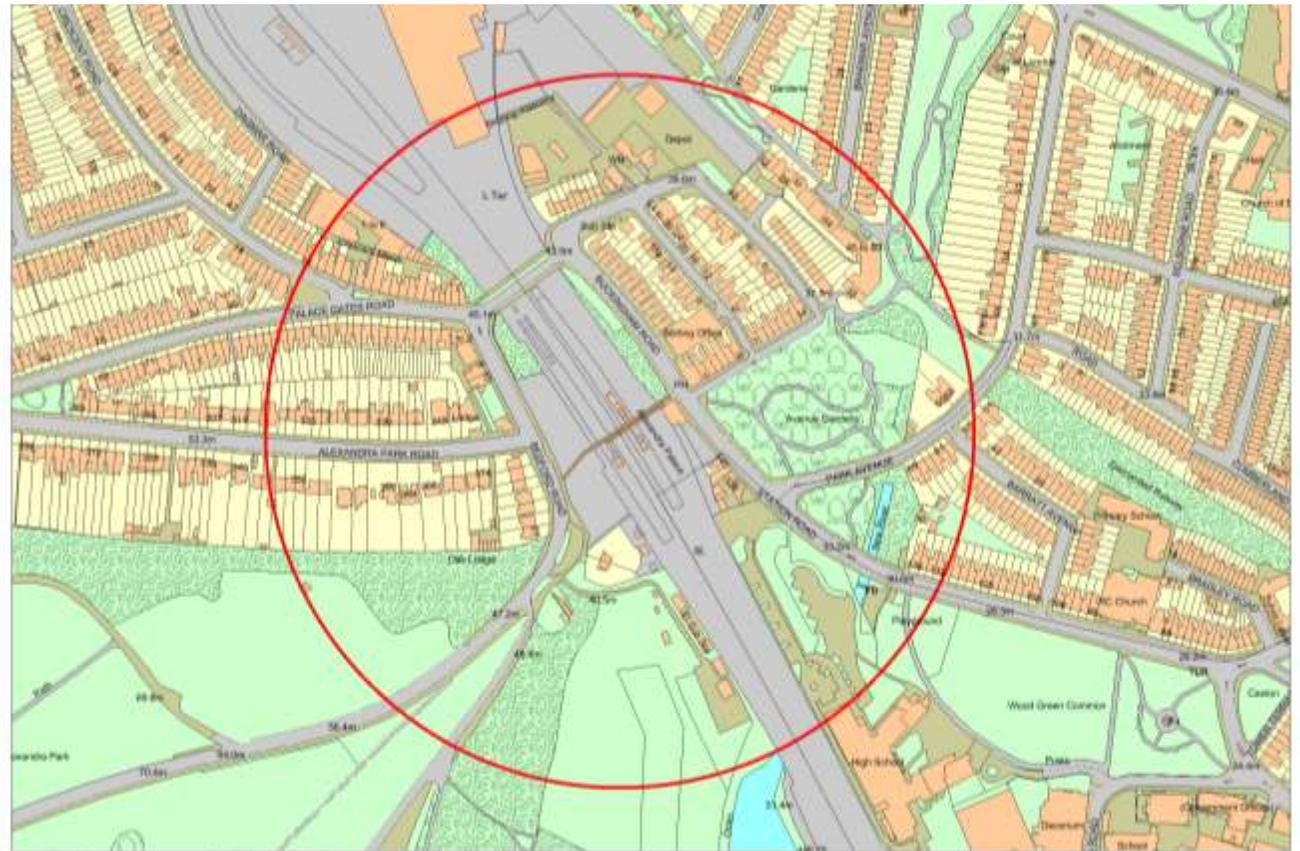
Address	250m ² radius of Alexandra Palace station, Tottenham, N15			
Size (Ha)	19.6			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Crossrail 2 preferred alignment			

Draft Site Allocation

Identification of an area into which a future Crossrail 2 station may go. This could create long-term value uplift in the area, and may require sites to be safeguarded for development of station facilities.

Existing Policy Designations

- Conservation Area
- Ecological Corridor
- Historic Park



What is the site and surrounding area like?

The site consists of the area surrounding Alexandra Palace Station. The station itself is a potential Crossrail 2 station. Currently it offers a rail stopping service on the Great Northern rail line through to Kings Cross.

Alexandra Palace and its parkland hinterland surrounds the station to the south-west. There is residential predominantly in the remainder of the area.

Potential Development Capacity

Specific developments are not identified in this document.

Design Principles

This area lies partially in the Alexandra Palace, Wood Green Common, and Hornsey Water works and filter beds Conservation Areas, and this context needs to be respected in any future developments.

How any development in this area compliments Alexandra Palace should be considered, including ensuring that access to events at the Palace are well planned for visitors arriving through this train station.

Implementation considerations

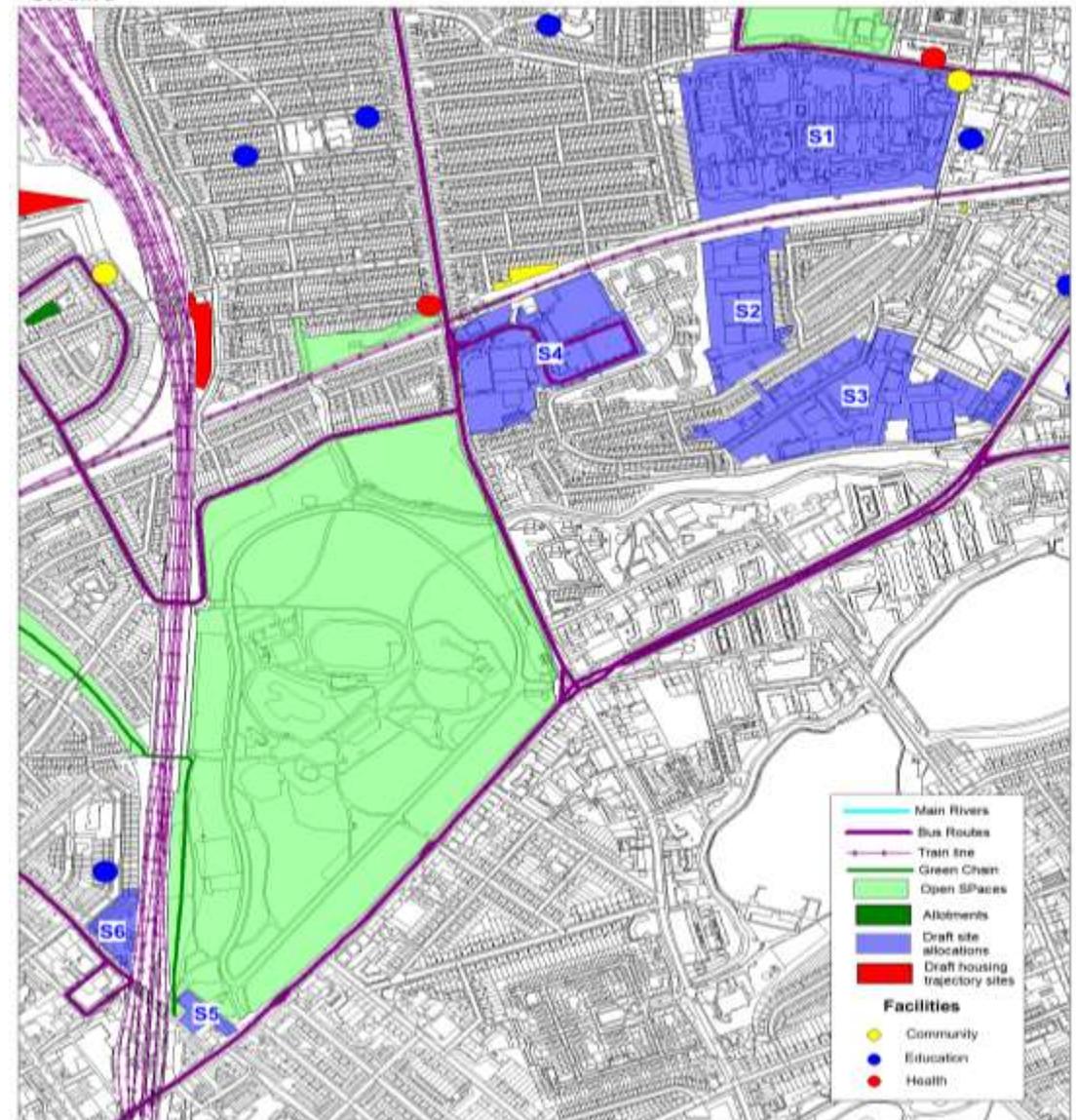
- Current additional details are not available with relation to station exit points at this time.
- The tunnelling and access points for Crossrail 2 will likely require land parcels to construct them.

South of the Borough

This area includes St. Ann's, Seven Sisters Rd, and Harringay. The area is undergoing considerable change as land values increase in the neighbouring boroughs of Islington and Hackney, and increasing demand for housing spreads into this area. The area contains the Green Lanes District Town Centre as its key focal point for shopping, with services also available on Seven Sisters Road.

The Seven Sisters Corridor is identified as a priority area for change in the Harringay Local Plan. The Council's aspirations for the area include:

- Cross borough working with Hackney and Islington to identify strategic priorities for the Seven Sisters Corridor, and develop joint solutions;
- Potential for new housing and social infrastructure including, where appropriate and viable, the provision of new green space and community facilities;
- Scope for comprehensive mixed use at St Ann's Hospital site;
- Potential for future estate regeneration;
- NDC Legacy Spatial Framework and Neighbourhood Plan;
- Potential for a decentralised energy hub serving surrounding schools and housing estates.



Current Issues

On a number of the industrial sites in the south of the borough, residential development is occurring without planning permission, raising a number of issues:

- The standard of some of the residential accommodation is currently unfit for human habitation;
- The necessary infrastructure to provide services for the new residents can not be adequately managed;
- No affordable housing is being provided.

The sites in this section (as well as TH7: South Tottenham Employment Area), this document only identifies the issues that exist in the area for consultation. The Council would like to hear from a range of local stakeholders including developers, residents, and businesses regarding how these sites should be utilised in the future. The issues above will be considered as part of ongoing planning applications and enforcement activity.

The draft Site Allocations in this chapter are:

S1: St. Ann's Hospital

Rationalisation and improvement of the existing health care use to provide a more specialist function on a smaller footprint, and enable residential development on the site.

S2: Greater Ashfield Rd

Subject to the findings of a future Employment Land Study, identify the benefits of protecting existing employment designations where suitable against encouraging a wider range of uses including mixed use development. If new uses are formally introduced, a masterplanning process setting out enhanced design and accessibility for this area will be required.

S3: Vale Rd/ Tewkesbury Rd Employment Areas

Subject to the findings of a future Employment Land Study, identify the benefits of protecting existing employment designations where suitable against encouraging a wider range of uses including mixed use development. If new uses are formally introduced, a masterplanning process setting out enhanced design and accessibility for this area will be required.

S4: Arena Retail Park

Retail estate with long term intensification potential for transport-oriented mixed use development. Opportunities exist to improve accessibility to and from Harringay Green Lanes Overground station and Green Lanes District Centre for communities to the east and south of the site.

S5: Finsbury Park Bowling Alley

Mixed use development, including high rise residential, office and leisure uses.

S6: Stroud Green Rd

Subject to the existing use being relocated, high density mixed use redevelopment, including active frontage on Stroud Green Rd, and a mix of office and residential development above.

S1: St. Ann's Hospital

Address	St. Ann's Hospital & Post office site, St. Ann's Road, N15 3TH			
Size (Ha)	11.5			
PTAL Rating	2			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	UDP 2006 Site Specific Proposals			

Draft Site Allocation

Rationalisation and improvement of the existing health care use to provide a more specialist function on a smaller footprint, and enable residential development on the site.

Existing Policy Designations

- Seven Sisters Corridor (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 14 (Unitary Development Plan 2006) : Comprehensive mixed use scheme including residential, health facilities and a school.
- **St. Ann ' s Conservation Area**
- Local Site of Important Nature Conservation
- Ecological Corridor



What is the site and surrounding area like?

The site is currently an NHS hospital. A number of the current buildings are outdated and unsuitable for health provision. Consequently many buildings are either vacant or partially occupied. A police station (locally listed) sits by the north eastern corner of the site; as it is understood to be partially or wholly surplus to operational requirements, it can be considered part of the site. An Ambulance Station sits by the north western corner of the site; this is not believed to be surplus to operational requirements.

The site sits between St. Ann's Road to the north, and the Gospel Oak-Barking rail line to the south. The St. Ann's Conservation Area includes part of the north of the site, from the northern boundary up to the perimeter road and central space, and the adopted appraisal identifies the historic boundary wall and several of the small older hospital buildings in this area as locally listed or positive contributors. The boundary wall along the St Ann's frontage is a particularly prominent and distinctive feature,

Opposite the site on St. Ann's Road is Chestnuts Recreation Ground, between Black Boy Lane and Cornwall Road (both local distributor roads that meet St Ann's Road at T-junctions opposite the site). To the east of Cornwall Road is a contemporary flatted development of up to 8 storeys, with a health (primary care) centre on the ground floor; there is a school and St Ann's parish church beyond. West of Black Boy Lane is another school with a residential district of 2 storey late 19th century terraces beyond.

The western boundary is the back gardens of terraced housing (mostly late 19th century) and small flat blocks (mostly mid 20th century) on Warwick Gardens; part of an area of consistent terraced streets between the site and Harringay Green Lanes, a vibrant town centre some 50m distant, with regular buses and the nearest station, on the Overground Line.

The eastern boundary is formed by Hermitage Road, a local road and popular cycle route; beyond which is a school, workshop, sheltered housing and mosque in a locally listed Victorian former school building.

Potential Development Capacity

- Residential: 116,000m²
- Community facilities: 173,000m²

Design Principles

The local Health Authority have undertaken a review of their accommodation requirements and have concluded that approximately 40% of the St Ann's Hospital site is surplus to requirements; they intend to release this for development and use the proceeds to improve the health facilities on the retained remainder of the site. This will be the eastern 60% of the current site. As well as immediately building new facilities, this will retain land and underused low density buildings that could be enlarged, to permit all their envisaged potential future expansion requirements.

The released site is considered by the council eminently suitable for development as a new residential neighbourhood. The site has generally poor accessibility, and this and its connectivity should be improved through the redevelopment. Possible options include improving access to Green Lanes Overground station through the south-western corner of the site, and enhancing the bus route along St. Ann's Road. Even with one or both of these enhancements, the accessibility is unlikely to allow more than 4-5 storey development across the site. Development should take the form of streets and squares with 2-6 storey terraced townhouses and flatted blocks on prominent corners and edges.

The railway embankment to the south is a borough grade II SINC, and part of the site adjoining this is a local SINC. This should be maintained and enhanced as a green amenity space for local residents. Multiple areas of publically available open space should be provided on the site, although the large park opposite, Chesnut Park, provides a good local amenity resource.

The original Police Station could be converted to residential, with new 3-4 storeys behind.

Implementation considerations

- £970,000 CIL estimate
- Up to £1.2m S106 contribution
- This site has the potential to act as a hub for a future decentralised energy in this area.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- A potential future Quietway cycle route passes through this area.
- Potentially contaminated land
- This site currently suffers from noise pollution

S2: Greater Ashfield Rd

Address	Greater Ashfield Rd, Ashfield Road, N4 1NY			
Size (Ha)	3.06			
PTAL Rating	1-2			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	UDP Site Specific Proposals, GLA SHLAA			

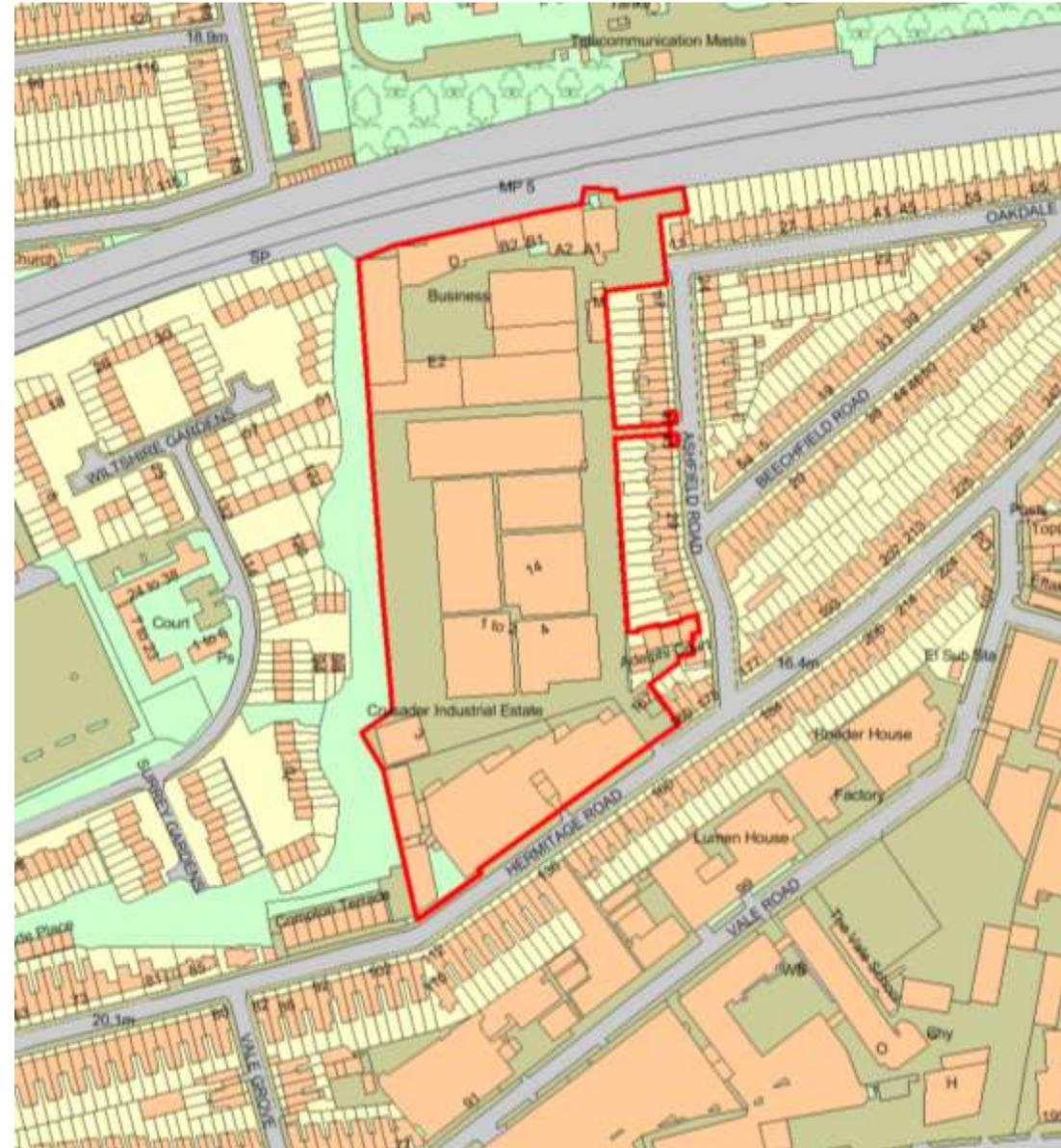
Draft Site Allocation

Subject to the findings of a future Employment Land Study, identify the benefits of protecting existing employment designations where suitable against encouraging a wider range of uses including mixed use development.

If new uses are formally introduced, a masterplanning process setting out enhanced design and accessibility for this area will be required.

Existing Policy Designations

- Seven Sisters Corridor (Local Plan: Strategic Policies 2013)
- Local Strategic Industrial Site (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 17 (Unitary Development Plan 2006)
- Site Specific Proposal 29 (Unitary Development Plan 2006)
- Ecological Corridor
- Site of Important Nature Conservation (Borough Grade II)



What is the site and surrounding area like?

This site is a collection of industrial sites which lie between Hermitage Rd and the Gospel Oak-Barking rail line. There are residential areas to the east, west and south, but due to these sites industrial legacy, connection through and between the sites is poor. To the east and south these are largely Victorian terraced houses, of 2 storey height, with some similar later infill; to the West, houses on Finsbury Park Avenue and Wiltshire Grove are a 1980s development of 2-4 storeys

This site can be split into three; Crusader Industrial Estate, which is in active use in the centre with Arena Business Centre to the north, and Omega Works to the south, both of which have some active business use, some vacancy and some unpermitted residential use. Sections of Arena Business Centre have been in live/work use for a long period, and a return to commercial use is not considered likely. The 2006 UDP identified a masterplan to be drawn up for this area. An enforcement investigation is ongoing into various sections of this site. Likewise Omega Works was identified for mixed use development including residential in the UDP 2006, but at present this is coming forward as unplanned developments which in some cases is resulting in a poor quality environment for local communities.

The area is not connected to the residential area that adjoins it to its west, which is up a wooded embankment (SINC Grade II), a relic of the former Harringay Stadium on the residential site and on Arena Retail Park (Site S4) beyond. Ashfield Road provides access to the east at two points; one from the Crusader estate, one from Arena; otherwise the sites are separated by rows of terraced housing. Omega Works lines and is accessed from Hermitage Road to the south; Crusader also has an access here.

The northern boundary is the Gospel Oak-Barking rail line, which acts as a barrier to other local communities, is SINC Grade II and an Ecological Corridor; site S1 is the other side of the railway. The site is in an area of public open space deficiency for recreation and children's play.

Potential Development Capacity (Dependant upon findings of Employment Land Study)

- Residential: 37,000m²
- Commercial development: 52,000m²

Design Principles

The nature of development possible on these sites is dependant on decisions on the future of the current industrial uses, but if a wider mix of more people-intense development is permitted, it is likely that some continued employment generating uses would also be required. Timings and whether any of the existing built structures are to be retained is also somewhat dependent on these decisions. None of the existing buildings on this site need be retained for heritage reasons, although the Hermitage Road facades of Omega Works have some appeal.

Whether comprehensive redevelopment or piecemeal, it is vital that public routes into, through and across these sites be improved, including seeking ways to connect to Finsbury Park Avenue and Arena Retail Park to the west. If a connection to the north could also be achieved this would also be welcomed, but this may be more possible on Site S4. The future opening up of the existing blocked up tunnel linking Stanhope Gardens with the Retail Park should be considered within this. Within the site, a clear and legible street network is needed.

Development will have to improve access to public open space for recreation; this could include improving access to existing open space but is likely to require the creation of a new pocket park within the development.

Massing could be higher in the centre of the site but should drop down to close to the 2 storey terraces on Ashfield and across Hermitage Road, but the 2 storey houses to the west are on higher land and it may be possible to use this level difference.

Implementation considerations

- £311,000 CIL estimate
- Up to £372,000 S106 contribution
- This site should contribute to the Council's 50% Affordable Housing target
- Potentially contaminated land and noise pollution constraint
- There is active enforcement investigation in this area which will inform the range of actions that can be taken on this site. This is ongoing and any actions coming out of this piece of work will be included in the proposed submission version of this document.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- A potential future Quietway cycle route passes through this area.

S3: Vale Rd/Tewkesbury Rd

Address	Vale Rd/Tewkesbury Rd, Vale Road, N4 1DJ			
Size (Ha)	7.15			
PTAL Rating	2 to 3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	GLA SHLAA			

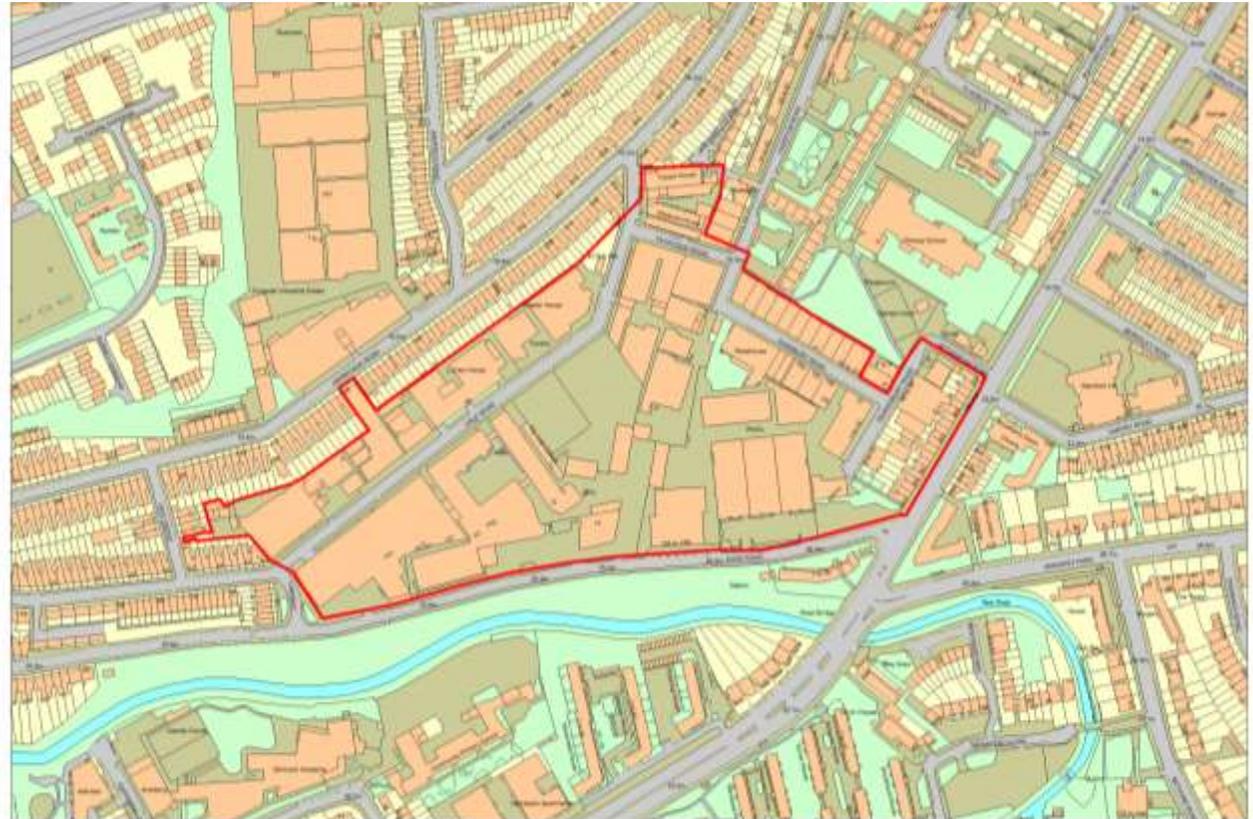
Existing Policy Designations

- Seven Sisters Corridor (Local Plan: Strategic Policies 2013)
- Local Strategic Industrial Site (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 16 (Unitary Development Plan 2006)

Draft Site Allocation

Subject to the findings of a future Employment Land Study, identify the benefits of protecting existing employment designations where suitable against encouraging a wider range of uses including mixed use development.

If new uses are formally introduced, a masterplanning process setting out enhanced design and accessibility for this area will be required.



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What is the site and surrounding area like?

The site is currently a wide area in mixed use, with some industrial units being converted over time into informal, unapproved live-work, as well as purely residential accommodation and continuing employment use.

The area is enclosed by Eade Road to the south, beyond is the embankment up to the New River, with a path offering open space and an east-west pedestrian cycle link on its south bank, but not conveniently accessible to the site. Across this lies the Woodberry Down regeneration area in the London Borough of Hackney.

The south-eastern boundary is formed by Seven Sisters Road, as far as Tiverton Primary School, which along with the Tiverton Estate (3, 5 and 10 storey, mid 20th century council housing) form the north-eastern boundary. To the north-west and west it backs on to back gardens of 19th century, 2 storey, terraced houses on Hermitage Road, Vale Grove and Vale Road. Vale, Tavistock, Overbury and Tewkesbury Roads run through the site.

The site includes four main employment sites:

1. Florentia Clothing Village, which is in active use as a clothing manufacture and distribution centre;
2. Overbury Road / Eade Road east, which is in a mix of commercial and residential use, most buildings have a partial residential element;
3. Building between Vale Road & Eade Road, which is in active commercial use;
4. Area north of Vale Road, which is a mix of illegal residences and active commercial uses;
5. Nos. 341-357 Seven Sisters Road.

Most of the existing buildings are designed for industrial and warehousing use. Some of these have been converted into residential use, with some remaining in industrial/warehousing use, with clothing manufacturing businesses being most prominent. The converted units are of variable quality, with some being unfit for human habitation.

Potential Development Capacity (Dependant upon findings of Employment Land Study)

- Residential: 97,000m²
- Commercial development: 134,000m²

Site Allocations Consultation Document: Jan-Feb 2014

Design Principles

The nature of development possible on these sites is dependant on decisions on the future of current industrial uses, but if some residential development is permitted, it is likely that some continued employment generating uses would also be required. Timings and whether any of the existing built structures are to be retained is also somewhat dependent on these decisions. A case could be made for some of the existing buildings on site to be retained for heritage reasons.

Whether employment sites are retained, regularised, converted or redeveloped as mixed use or residential, the network of public routes and spaces within the site is in need of improvement, with a particular lack of north-south routes across the site and beyond across the New River. Gated developments are not considered acceptable.

Development along Seven Sisters Road should respect or only slightly increase the prevailing 4 storey height, with active non-residential uses on the ground floor, and residential above. The ground slopes steeply down behind this frontage and greater height should be possible there and towards the centre and southern edge of these sites. However heights should drop back down to close to the existing neighbouring prevailing heights along the north-western end western edge

The Seven Sisters Road frontage and south eastern corner of the site also form an important gateway to the borough and a notable landmark building of especially high architectural quality would be desirable here.

Implementation considerations

- £800,000 CIL estimate
- Up to £965,000 S106 contribution
- This site should contribute to the Council's 50% Affordable Housing target
- There is active enforcement investigation in this area which will inform the range of actions that can be taken on this site. This is ongoing and any actions coming out of this piece of work will be included in the proposed submission version of this document.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- Potentially contaminated land

S4: Arena Retail Park

Address	Arena Retail Park, Green Lanes, N4 1ED			
Size (Ha)	5.74			
PTAL Rating	3-6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	GLA SHLAA			

Draft Site Allocation

Retail estate with long term intensification potential for transport-oriented mixed use development. Opportunities exist to improve accessibility to and from Harringay Green Lanes Overground station and Green Lanes District Centre for communities to the east and south of the site.

Existing Policy Designations

- Green Lanes District Centre (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 17 (Unitary Development Plan 2006)
- Secondary Town Centre Shopping Frontage (Unitary Development Plan 2006)



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What is the site and surrounding area like?

The site the southern end of Harringay Green Lanes District Centre, besides the A106 Green Lanes, and consists of two principal retail warehouse / supermarket buildings with additional ancillary uses. Much of the site is used for car parking. It contains a mix of comparison and convenience retail, with some other uses including a Royal Mail delivery office.

The London Overground Gospel Oak - Barking railway forms the northern boundary of the site and forms a barrier to permeability. Between its bridges over Green Lanes and Hermitage Road nearly 1km to the east, there are no other ways of crossing the railway, although there is an unused bridge in the north-eastern corner of this site. The entrance to Harringay Green Lanes station is from within the site.

To the east and west and south of the site there is a mixture of medium density housing; 4 storey 19th century housing, some with retail ground floors, facing Green Lanes, 2 and 3 storey, 19th century terraced housing and more recent infill along and off Hermitage Road to the south east and a 1980s or more recent 2-4 storey private housing estate, developed at the same time as Arena Retail Park, immediately to the east. These two were built on the site of the former Harringay Stadium, on a raised level site with an embankment around it; wooded and quite high to the east and south, now just a gentle slope to Green Lanes to the east.

Finsbury Park lies directly to the south-west; it is designated Metropolitan Open Land, a nationally registered Historic Park and Site of Borough Grade II Importance for Nature Conservation; it would provide superb recreational facilities on the doorstep of this site but access to the park from the north eastern corner is very poor.

Potential Development Capacity

- Residential development: 133,000m²
- Retail: Maintain existing levels.
- Complementary open space for Finsbury Park

Design Principles

There is the potential for higher density development on this site due to its highly accessible location and District Centre location. Development could reduce the dominance of surface parking, replacing it with underground and under podium parking, retain retail uses on the ground and possibly first floor and residential above. The number of storeys possible would be limited at the margins by the impact on neighbouring developments; probably in practice to about 4 storeys, whilst at the centre its height would only be limited by more distant impacts and the environment created in the site, which indicates probably that heights up to 8 storeys could be achieved.

Enhancing east-west pedestrian and cycle links through the site has the potential to improve access to Green Lanes station to residents at the very least in the Finsbury Park Avenue and Wiltshire Gardens area. If improvements to connections through site S2 can be achieved, it could also improve access and connections to the live/work communities in Arena and Omega business parks and housing on and around Hermitage Road.

Any development should investigate if the bridge under the railway in the north eastern corner of the site can be opened up, providing pedestrian and cycle access to the residential streets north of the railway including development at the St Ann's Hospital site, S1.

Massing, form, rhythm and materials choice is relatively open provided good architectural quality and residential standards are maintained.

Implementation considerations

- £1.1m CIL estimate
- Up to £1.3m S106 contribution
- This site should contribute to the Council's 50% Affordable Housing target
- Potential opportunity to improve Green Lanes Overground station accessibility, both at the station and through the site to the south and east(s106)
- High quality public open space is available nearby, so the issue of private open space should be carefully considered in future developments.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

S5: Finsbury Park Bowling Alley

Address	Finsbury Park Bowling Alley			
Size (Ha)	0.37			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Draft Finsbury Park Town Centre SPD			

Draft Site Allocation

Mixed use development, including high rise residential, office and leisure uses.

Existing Policy Designations

- Finsbury Park Town Centre Area Draft SPD
- Green Chain (existing)
- Historic Park



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What is the site and surrounding area like?

The Finsbury Park Bowling Alley, also known as The Rowan's complex is located on the north side of Stroud Green Road, within Finsbury Park District Centre. The adjacent Lidl site on Seven Sisters Road, in the same ownership, could be brought forward through a phased development. Both border Finsbury Park to the north. Adjoining to the west is a popular TfL run cycle parking facility, a pedestrian/cycle access into the park and the railway embankment. The block also contains a recent terrace of three unoccupied shop units with 3 storeys of residential above facing Stroud Green Road, and a public house on the corner; it is not known if these sites could also be available.

Finsbury Park Town Centre is dominated by transport and traffic infrastructure including the entrance to Finsbury Park Station, a major bus interchange and the main arterial roads through the area. Stroud Green Road, the A1201, forms the south-western boundary of the site, and of the Borough, and the station square is immediately opposite this road. Seven Sisters Road, the A503 and a major radial into the West End forms the south-eastern boundary of the site and the borough. The West Coast Main Line railway runs past the western edge of the site; Finsbury Park station just beside this site, is the busiest surface rail/underground/bus interchange in North London and gives the site superb public transport accessibility.

Uses in the immediate vicinity are largely independent retailers and services including restaurants and cafes, with residential above. The wider area is predominantly residential, comprising terraces and town houses. Construction commenced on the City North development above Finsbury Park station in summer 2013. This will be a cluster of high rise residential blocks, with several floors of retail below.

This site is included in the Finsbury Park Town Centre draft SPD which was consulted on in July-August 2013. This is a joint SPD between the London Boroughs of Islington, Hackney and Haringey.

Potential Development Capacity

- Residential development: 25,000m²
- Retail: Maintain existing levels.
- Complementary open space for Finsbury Park

Site Allocations Consultation Document: Jan-Feb 2014

Design Principles

Building heights should respect the sensitive nature of the site adjacent to the significant area of open parkland to the north, and take into account the railway embankment to the west and the City North development to the south. Therefore heights of 4-6 storeys along the park edge should be possible, with considerably higher to the centre and north-west of the site; possibly 10-15 storeys.

The form and arrangement of buildings should capitalise on the opportunity to open up a direct route into Finsbury Park. A more joined up public realm including a clear visual and physical link between Station Place and the park will form an essential part of improving connections and increasing legibility in the town centre. If the cycle facility is relocated and the amount and quality of green space in the park is maintained, this could replace the entrance to the park at the north-western edge of this site, and the building envelope could be taken closer to the railway.

The excellent PTAL should allow car free development, but parking is still needed for disabled accessible flats and some family units, in underground or podium parking.

The railway and embankment are designated a Green Chain and Ecological Corridor, and the embankment, along with the park, Metropolitan Open Land, a Registered Historic Park, and Site of Borough Grade II Importance for Nature Conservation; these would need to be preserved. However the quality of landscaping both between the site and the embankment and on the adjacent edge of the park are not good and should be improved, possibly in the former case including land swaps.

Design and materials will be expected to enhance the historic character of the area. An active retail frontage to both main roads and the gateway into the park must be maintained. The Council will contemplate designating this site as part of the Finsbury Park Town Centre, which currently is only designated on the Islington side of the border.

Implementation considerations

- £2.3m CIL estimate
- Up to £247,000 S106 contribution
- Potentially contaminated land
- This site should contribute to the Council's 50% Affordable Housing target
- A potential future Quietway cycle route passes through this area
- Appropriate re-provision of community facilities

S6: Finsbury Park and Stroud Green Road

Address	Finsbury Park and Stroud Green Road, Stroud Green, N4			
Size (Ha)	0.39			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Draft Finsbury Park Town Centre SPD			

Existing Policy Designations

- Finsbury Park Town Centre draft SPD Area

Draft Site Allocation

Subject to the existing use being relocated, high density mixed use redevelopment, including active frontage on Stroud Green Rd, and a mix of office and residential development above.



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What is the site and surrounding area like?

Most of the site is currently a Network Rail maintenance delivery unit. It lies directly adjacent to the Great Northern rail line, which forms the eastern edge of the site, and is built up to at least close to the level of the railway, at least a storey above surrounding streets. There is an entrance and ramp off the south-western, Stroud Green Road edge of the site; the site also contains a number of small single storey retail units along this street frontage.

Stroud Green Road has an active frontage to the north-west of the site and on its opposite side (which is in Islington), and is a designated District Centre at the opposite side of the road. There is a new development opposite the site providing a supermarket with student accommodation above, with further development planned for the rest of this block. To its south is Finsbury Park Bus Station and the entrance to Finsbury Park main line and underground railway station; the busiest transport interchange in North London. This gives this site excellent public transport accessibility. Behind the bus station permission has been granted and work has commenced on the City North development of a cluster of high rise residential blocks with 3-4 storeys retail below.

The north-western boundary of the site is formed by the back gardens of 19th century 3-4 storey terraced houses on Woodstock Road. The Stroud Green Conservation Area also lies to the north of the site, including the houses (and their gardens) in Woodstock Road. The railway itself and its embankment, on the east edge of the site, are designated Ecological Corridor and Green Chain. There is also a segregated cycle lane down both sides of Stroud Green Road.

This site is included in the Finsbury Park Town Centre draft SPD which was consulted on in July-August 2013. This is a joint SPD between the London Boroughs of Islington, Hackney and Haringey.

Potential Development Capacity

- Residential development: up to 50 units.
- Retail: 7,000m²
- Commercial uses: 4,000m²

Design Principles

Development on this site should maintain and significantly improve the retail frontage on to Stroud Green Road; with at least ground floor retail use in larger, more attractive units. Above this could be residential provided decent amenity standards can be achieved for residents of the development and neighbours, bearing in mind the need to protect from noise from the railway and provide daylight and sunlight.

The excellent PTAL should allow car free development, but parking is still needed for disabled accessible flats and some family units, in underground or podium parking. The segregated cycle lane on Stroud Green Road may need improving or the footway widening to reduce conflict between cyclists and pedestrians.

Therefore development heights would have to step down and overlooking distances be maintained towards the north-eastern boundary backing on to the back gardens of houses in Woodstock Road, which is also the boundary of the Conservation Area. Views of the development from within the Conservation Area would have to be considered carefully, especially from nearby streets, to not harm its significance. However in principle, a development could step up considerably towards its southern corner just beside the railway bridge over Stroud Green Road.

The proximity of Finsbury Park provides plentiful local recreation and public amenity space, but any residential development on the site will need to provide adequate private outdoor amenity space and doorstep play space, possibly including courtyard or podium gardens, roof terraces and private balconies.

Materials, form, rhythm and detailing should respond to the Conservation Area context to the north, with a predominantly brick based architecture, vertical emphasis and regular rhythm of bays along Stroud Green Road

The Council will contemplate designating this site as part of the Finsbury Park Town Centre, which currently is only designated on the Islington side of the border.

Implementation considerations

- £310,000 CIL estimate
- Up to £21,000 S106 contribution
- A potential future Quietway cycle route passes through this area.
- Potentially contaminated land
- This site currently suffers from noise pollution

Housing Estate Renewal

A key driver of change in Haringey and in particular Northumberland Park is Haringey's Housing Investment and Estate Renewal programme. Currently, there are a number of small, medium and large housing regeneration sites that could potentially be included in subsequent versions of this document should an allocation be required.

The aim of Haringey's housing programme will be to regenerate existing Council housing, build new shared ownership homes and provide new private housing in order to meet housing need and create mixed and balanced communities. In order to do this the programme will have to address a legacy of poor land use, typified by many 1960's housing estates, whilst positively contributing to place shaping by closely integrating the housing sites with the surrounding area.

In addition, as a proportion of Haringey's housing has been based on poor land use principles, the opportunity exists on some council owned sites to increase the quantum and quality of housing provision, rebalance the over-provision of too many one and two-bed properties; and address anti-social behaviour made worse in certain instances by poor estate layout. The overall housing regeneration programme would have positive place shaping implications as the regenerated sites would integrate better with the surrounding environment.

Recent changes to national housing policy and funding opportunities have resulted in a significant shift in the landscape for provision and improvement of social housing, with local authorities receiving more freedom and flexibilities over how they invest in their housing stock.

Given the scale of the challenge in Tottenham, estate renewal opportunities in North Tottenham are considered as their own potential Allocation (NT4: pp 70). Other sites may be included in future Site Allocations documents, once feasibility and masterplanning is underway, and certainty around the principal of development of these sites increases.

Appendix 1: Consultation response Form

Address/ Site Reference				
Size (Ha)				
PTAL Rating				
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035

Comments on the Draft Site Allocation

Existing Policy Designations (if known)

What is the site and surrounding area like?

Comments on the design principles

Comments on the potential development capacity

Comments on the implementation considerations

Appendix 2: Call for Sites Responses

1. Arup on behalf of Low Profile holdings Ltd nominated British Distributing Co., Colina Mews, Green Lanes, N4. This site is included as a potential housing trajectory site.
 2. AXIS, the London Borough of Barnet, the North London Waste Authority, and the Pinkham Way Alliance each nominated the Former Frien Barnet Sewage Works. This site is included as MH3.
 3. Barton Willmore on behalf of Workspace Management nominated The Chocolate Factory site. This site is included as HH2.
 4. The Canal & River Trust nominated Hale Wharf. This site is included as TH7.
 5. CGMS on behalf of Parkstock Ltd nominated 10 Stroud Green Rd. This sites is included as S6.
 6. CGMS on behalf of Parkstock Ltd nominated 269-271 Seven Sisters Rd. This sites are included as S5.
 7. DTZ on behalf of Royal Mail Group submitted Muswell Hill Delivery Office. This site is below the threshold for consideration in this document.
 8. DTZ on behalf of Royal Mail Group submitted Wood Green Delivery Office. This site is below the threshold for consideration in this document.
 9. DTZ on behalf of Royal Mail Group submitted Lower Edmonton Delivery Office. This site is below the threshold for consideration in this document, and outside of the borough.
 10. DTZ on behalf of Royal Mail Group submitted Tottenham Delivery Office. This site is included as part of THR1.
 11. The Highgate Neighbourhood Forum nominated 191-201.5 Archway Rd. This site is below the threshold for consideration in this document.
 12. The Highgate Neighbourhood Forum and Thames water nominated the Thames Water site between 27A and 29 Aylmer Rd. This site is not included in this document.
 13. The Highgate Neighbourhood Forum nominated the London Underground sidings behind 460-510 Archway Rd. This site is included as part of HG1.
 14. The Highgate Neighbourhood Forum nominated 40 Muswell Hill Rd. This site is included as part of HG5.
 15. The Highgate Neighbourhood Forum nominated 1-44 Summersby Rd. This site is included as part of HG5.
 16. The Highgate Neighbourhood Forum nominated the Highgate Bowl. This site is included as HG4.
 17. The Highgate Neighbourhood Forum nominated the disused Highgate Station site. This site is included as HG3.
 18. The Highgate Neighbourhood Forum nominated the Highgate Magistrates Court, Police Station, and Telfer House site. This site is included as HG2.
 19. The Highgate Neighbourhood Forum nominated the Wellington Roundabout site between North Hill, Bakers Lane, and Archway Rd. This site is included as part of HG1.
 20. The Highgate Neighbourhood Forum nominated 460 Archway Rd. This site is included as part of HG1.
 21. Savills on behalf of Thames Water nominated land adjacent to Hornsey Lane Reservoir, Tile Kiln Lane, Hornsey Lane, N6. This site is included in the Housing Trajectory.
 22. Savills on behalf of Thames Water nominated Land at Water Treatment Works, Newland Rd, Hornsey. This site is included as HO2.
 23. Savills on behalf of Tottenham Hotspur Football and Athletic Company Ltd nominated the White Hart Lane stadium and surrounding land. This site is included as NT2.
 24. Savills on behalf of Tottenham Hotspur Football and Athletic Company Ltd nominated 500 White Hart Lane. This site is included as NT1.
- The Lee Valley Regional Park Authority, Natural England, and Our Tottenham submitted responses, but did not nominate any sites.

Appendix 3: Saved UDP Proposals to be replaced

Site No.	Name and Address	Proposal
4	Haringey Heartlands, Hornsey Depot and Hornsey Waterworks, including Alexandra School, a large site in central Haringey East and West of the railway line	Comprehensive mixed use development to include employment, retail, housing, restaurant, healthcare and community facilities, including education.
5	Former Friern Barnet Sewage Works, Pinkham Way, N10	Employment generating uses subject to no adverse effect on the nature conservation value of the site.
6	Former Hornsey Central Hospital, Park Road N8	New build Health and Social Care Centre
8	Greenfield School, Coppetts Road, N10	If the site becomes surplus to education then housing may be acceptable.
9	Hornsey Town Hall, The Broadway, N8	Mixed use – such uses could include A1, A2, A3, B1, C3, D1, D2, a theatre (sui generis) and a farmers' market. For more detail see Section 5 of the adopted Planning Brief.
10	Part of Lymington Avenue N22	Mixed use retail/residential/community use
12	Former Petrol Station site, 308 West Green Road, N15	Mixed use including residential and retail
13	White Hart Lane Stadium, High Road, N17.	Expansion. Including better facilities and mixed use development, including residential & possibly a hotel.
14	St Ann's Hospital, St Ann's Road, N15	Comprehensive mixed use scheme including residential, health facilities and a school. If the site becomes surplus to health requirements, mixed use will be considered – mix to include predominantly community uses with an element of housing.
15	Seven Sisters and Westerfield Road, N15	Mixed use commercial, retail and residential (see also SSP23 Wards Corner and Council offices at Apex House, N15)
16	341 - 379 Seven Sisters Road, N15	Retail/offices/ housing/ community

Site No.	Name and Address	Proposal
17	Arena Business Centre, N15	Employed led mixed use development
18	Tottenham Green Baths/ Clyde Road. Town Hall Approach Road, N15	Mixed use. Arts and Education.
19	Land adjacent to railway line White Hart Lane, N17.	Employment led mixed use development including housing.
20	Tottenham International including Tottenham Hale Station, the retail park, Hale Wharf and Tottenham Marshes	Comprehensive mixed use development to include better integrated transport interchange, employment, university campus, retail, housing, leisure including the enhancement of the open space, education and community facilities.
21	Wards Corner and Council Offices at Apex House, N15	Comprehensive mixed use development (see also SSP15 Seven Sisters and Westerfield Road N15)
23	Highgate/Church Road Clinic, N6	Neighbourhood Primary Care Centre (Health)
25	Cranwood Home for the Elderly adjacent to St. James School, Woodside Avenue, N10	Education
26	Texaco Garage, Tottenham Lane, N8	Mixed use, residential and retail.
27	Lawrence Road, N15	Mixed use, employment and residential
28	Seven Sisters Road / Durnford Street/ Gourley Place, N15	Mixed use including employment & residential.
29	Omega Works, Hermitage Road, N15	Mixed use employment and residential.
30	Civic Centre, High Road Wood Green, N22	Mixed use

Albanian



Këshilli i Haringejit do që të dëgjojë pikëpamjet tuaja mbi ndërtimet kyçe të ardhshme në rreth. Ky dokument është konsultimi fillestar dhe mbulon se si Plani Lokal ligjor i Këshillit planifikon të menaxhojë pikat ndërtimore më të mëdha dhe potencialisht më strategjike në Haringej. Për më shumë informata dhe për të marrë një përkthim të këtij dokumenti apo ndihmë në përgjigjen në konsultim, ju lutem plotësojeni dhe dërgojeni me email formularin e mëposhtëm.

Somali



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Polish



Gmina Haringey pragnie zapoznać się z opiniami mieszkańców w sprawie kluczowych planów rozwoju dzielnicy. Niniejsza publikacja jest wstępnym dokumentem konsultacyjnym, który określa, w jaki sposób ustawowy Plan Lokalny będzie realizował strategię rozwoju potencjalnie największych i strategicznie najważniejszych terenów w Haringey. Aby uzyskać więcej informacji, polską wersję dokumentu oraz pomoc w procesie konsultacyjnym należy wypełnić formularz poniżej i wysłać go emailem lub pocztą na podany adres.

Turkish



Haringey Belediyesi, gelecekte beldemizde yapılacak temel gelişimler hakkındaki görüşlerinizi öğrenmek istemektedir. Bu belge ilk danışım belgesi olup Belediye Yasal Yerel Planının Haringey'deki muhtemel en büyük ve en stratejik gelişim alanlarını nasıl idare etmek istediği hakkında bilgi sunmaktadır. Konu ile ilgili daha ayrıntılı bilgi veya bu belgenin çevirisini edinmek ya da danışım ile ilgili cevap vermekte size yardımcı olunmasını istemek için lütfen aşağıdaki formu doldurup posta ya da e-posta ile geri gönderin.

French



Le conseil municipal de Haringey aimerait connaître votre opinion sur le processus de régénération de Tottenham à travers la production de documents de planification statutaires appelés Plans d'action de quartier. Il s'agit d'un document de consultation initiale qui définit certaines des possibilités et des défis majeurs qui se posent dans la prestation de ce changement. Pour de plus amples informations et pour obtenir des traductions de ce document ou de l'aide pour répondre à la consultation, veuillez remplir le formulaire ci-dessous et le renvoyer par email ou par la poste.

Kurdish



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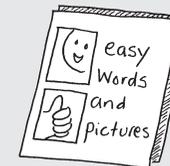
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